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Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

Fortify yourself with Bovril
IT MUST BE BOVRIL
BRITISH TO THE BACKBONE
[67-1

No. 18,112. 第一萬八千一百十二號 日二初月五年辰丙 HONGKONG, FRIDAY, JUNE 2ND, 1916. 五拜禮 號二月六年五國民華中 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO ARRIVE

June 2nd.—The French mail, per s.s. MAGELLAN.
June 5th.—The English mail, per s.s. NAGOYA.

TO DEPART

June 2nd.—Europe *vid* Siberia, at 9 a.m., per s.s. KASHIMA MARU.
June 2nd.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. NOVARA.
June 2nd.—Europe *vid* Siberia, at 4 p.m., per s.s. MAGELLAN.
June 5th.—Europe *vid* Siberia, at 3 p.m., per s.s. NAGOYA.
June 6th.—Europe *vid* Siberia, at 3 p.m., per s.s. CHENAN.
June 8th.—Straits, Ceylon, Durban, Cape Town, Teneriffe and London, at 11 a.m., per s.s. KAMO MARU.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., *see* the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.

SHEWAN, TOMES & Co.
General Managers.
Hongkong, 9th December 1914. 119

FOR SALE.

COLLECTIONS of CHINA POSTAGE STAMPS, in packets, all different, no duplicate.

30 Stamps for $1. | 60 Stamps for $4.50
90 Stamps for $11. | 100 Stamps for $20.00

GRACA & CO.,
No. 4, WYNDHAM STREET.
Hongkong, 7th April, 1916. [501

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19, QUEEN'S ROAD CENTRAL.

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Developing, Printing and Enlarging
Canton Marbles in Various Shades.
TELEPHONE 1212.
Hongkong, 4th February, 1916. 586

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 „ to 10.00 „ ... „ 10 „
10.00 „ to 11.00 „ ... „ 15 „
11.30 „ to 12.45 p.m.... „ 15 „
12.45 p.m. to 1.15 „ ... „ 10 „
1.15 „ to 1.45 „ ... „ 15 „
1.45 „ to 2.15 „ ... „ 10 „
2.15 „ to 5.00 „ ... „ 15 „
5.00 „ to 8.10 „ ... „ 10 „

NIGHT CARS.

6.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m
Every Quarter-Hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m....Every 15 minutes.
10.30 „ to 11.00 „ ... „ 10 „
11.30 „ to 12.00 noon 15 „
12.00 noon to 1.00 p.m.... „ 10 „
1.00 p.m. to 5.00 „ ... „ 15 „
5.00 „ to 6.00 „ ... „ 10 „
6.00 „ to 7.00 „ ... „ 15 „
7.00 „ to 8.10 „ ... „ 10 „

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong 12th June, 1915. 500

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 36 years, FROM 1874 TO 1909.

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TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.
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	Dock No. 1	Dock No 2.	Dock No. 3.
Length on Keel Blocks	510 feet	350	714 feet.
Width of Entrance on bottom	77 „	53	98 „
Water on Blocks at Spring Tide	25 „	24	44 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

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TELEGRAPHIC ADDRESS:—"DOCK," KOBE.
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	No. 1	No. 2.
Lifting Power	7,000 tons.	12,000 tons.
Max. Length of Ship taken in	460 feet	580 feet.
Max. Breadth of Ship taken in	66 „	88 „
Max. Draft of Ship taken in	22 „	28 „

The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

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GRAVING DOCK.

Length on Keel Blocks	368 feet 0 inches.
Breadth at Entrance on bottom	56 „ 0 „
Depth of Water on Blocks at Spring Tide	28 „ 0 „
Floating Crane capable of lifting 20 tons weight.	

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

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DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [36

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THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seitou (Tsingtao) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service to Petrograd.	Sakaki	Kobe
Y 40	17	30	Shanghai (S.M.R. Stn.)	Lv.	Tuesday	Sat.
	17	30	Tsingtao „	Ar.	—	Mon.
			Dairen „	Ar.	Fri.	Tues.
Y 14.60			(S.M.R. Yard)	Lv.	8.30 p.m.	Thursday.
			Mukden „	Ar.	11.35 „	
Y 11.50			„	Lv.	11.45 „	
			Changchun „	Ar.	2.10 a.m.	Friday
R 5.60			„ (Russian Train)	Lv.	*9.00 „	„
			Harbin „	Ar.	*2.00 p.m.	„

SOUTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service from Petrograd.		
R 5.60			Harbin (Russian Train)	Lv.	10.20a.m.	Thursday
			Changchun „ (S.M.R.)	Ar.	4.30 p.m.	„
Y 11.50			„	Lv.	5.45 „	Friday
			Mukden „	Ar.	8.55 a.m.	„
Y 14.60			„	Lv.	9.00 „	„
			Dairen „ (S.M.R. Yard)	Ar.	2.30 p.m.	„
	15		„	Lv.	Noon.	Fri.
Y 40	17	30	Seitou (Tsingtao)	Ar.	Forenoon.	Mon.
			Shanghai „	Ar.		Wed.
					Sakaki	Kobe

*Russian Train Time is 28 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

To the many train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.30 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

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SOUTH MANCHURIA RAILWAY CO., DAIREN.
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THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Antung, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.

MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
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CHINA AND JAPAN.

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NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, on FRIDAY, the 9th day of June, 1916, at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1915.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 6th June, to SATURDAY, 10th June, 1916, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 31st May, 1916. [762

NOTICE.

THE Undersigned having acquired the interest in the "Von Hiegen," Patent Firebridge Bar, it will henceforth be known as the "ECLIPSE" PATENT FIREBRIDGE BAR.

Full particulars and prices for installations from:

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.,
Telephone 236. 2, Queen's Buildings.
Hongkong, 17th March, 1916. [419

MEDICAL OFFICER.

THE post of MEDICAL OFFICER in the port of CHINKIANG, China, is falling Vacant at the end of September next. Enquiries should be addressed to the Secretary, BRITISH MUNICIPAL COUNCIL, Chinkiang. [742

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG, at $5, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 4th February, 1915. 641

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(MITSUBISHI Co).
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SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, KANADA, SHINNEW, KAMIYAMADA, BIDAI AND OYUBARI COLLIERIES.
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Cable Address:—"IWASAKI."
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No. 2, Pedder Street, Hongkong.
Hongkong, 23rd May, 1916. [619

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THE
HONGKONG HOTEL
AND
GRILL ROOM.

J. H. TAGGART,
161 Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 378.
Tel. Address: "VICTORIA."

J. WITCHELL,
Manager.
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PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience, Telephones in Every Room, prompt connection maintained by six lines to Central.

Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden and Social Rooms. European Runner meets Steamers.

P. O. FEUSTER,
Manager
[121

THE NEW MACAO HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.

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Tel. Add. "Phœnix," Macao.
1st February, 1916 [32

THE
VICTORIA HOTEL
CANTON.

Situated on the British Concession Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr and Mrs. GEO. H. EYLES
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SAVOY HOTEL.

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THE BEST MEDIUM-PRICED HOTEL in the City. Near to everywhere, and providing all modern conveniences.

American or European Plan.

Rates $4 and $5 per day

Special terms by monthly parties

Cable address: SAVOY. Telephone No. 4,516. C. A. RIDDLE, Manager.

FOR SALE.

ONE SET VERTICAL MARINE ENGINES, with three cylinders of 15 inches, 24 inches and 40 inches diameter, with Condenser and Pumps, complete. Also three bilge directing boxes, one reducing valve, two discharge valves, one set double safety valves, one steam distributing valve chest with valves, one bulkhead flange for shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the aforesaid engines. Built in 1901 and been in use only 14 months.

1,963 lbs.—S-H-Hardening Steel.
1,577 lbs.—L. A. Turning Steel.
926 lbs.—Oval Chisel Steel.
2,896 lbs.—Round Punching or Turning Steel.

and
One hundred Kilos Metal Packing.
Open to Offers.

For further particulars, apply to—
GEO. P. LAMMERT,
4, Duddell Street.
[411

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G. MOUSSION,
15, MORRISON HILL ROAD.
72

"LEMOS"
NATURAL LEMON
SQUASH.
$1.10 per bottle.
SIRDIR LIME JUICE
CORDIAL.
$1.00 per bottle.

CALDBECK,
MACGREGOR & Co.
WINE AND SPIRIT MERCHANTS.
13, QUEEN'S ROAD CENTRAL.
15

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JULY to DECEMBER, 1915. With INDEX. Price $7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 10th March 1916.

INTIMATIONS

NEW SHIPMENT

OF

VICTOR-VICTROLAS

AND

VICTOR RECORDS

RECEIVED BY THE

S.S. "EMPRESS OF JAPAN,"

INCLUDING ALL THE LATEST SUCCESSES.

S. MOUTRIE & CO., LTD.,

EXCLUSIVE AGENTS.

Hongkong, 30th May, 1916. [29

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Why buy German Tonic Foods when for much less money you can buy British-made Vitafer ?

Vitafer

The Greatest of all Tonic Foods

is superior to and much cheaper than Sanatogen, of German origin and all other Tonic Food.

An absolute cure for functional nerve trouble of every kind — from temporary debility to long standing Neurasthenia.

It is common knowledge that Phosphorus is "good for the nerves," but few people realise that in addition, it is of enormous importance in all bodily functions. VITAFER combines Organic Phosphorus in its three essential forms, with the entire protein of finest British milk

In proteids alone, one part of VITAFER equals six parts of meat, and moreover, the Vitafer protein is in a form which weak digestive systems can easily assimilate.

N.B.—The moderate price places it within the reach of all.

Sold by all Chemists in air-tight bottles containing 4 oz., 8 oz., and 16 oz., by weight.

VITAFER is produced entirely by SOUTHALL BROS. & BARCLAY, LTD., of BIRMINGHAM, Eng., an old established and well known English Firm of high repute. (Founded 1820.) All the processes of VITAFER manufacture are carried out in their own works at TIPPERARY and BIRMINGHAM.

Wholesale Agents in China:—
Messrs. A. S. WATSON & Co., Hong Kong, Shanghai and Branches.

Grown on British owned plantations in the British West Indian Island of Montserrat.

Shipped in British vessels.

Montserrat

Lime Juice

The finest health beverage. Warranted by a British firm of world-wide renown.

Of All Storekeepers.

Evans Sons Lescher & Webb, Ltd.— Liverpool & London.

T3503

Yet in the game—Sargol makes Puny, Peevish People Plump and Popular

SARGOL, the concentrated food that puts on good, healthy flesh, sometimes at the rate of a pound a day, builds up the thin and weak, brings back the rosy blush of health, rounds out the skinny, scrawny figures to lines of beauty and plumpness, does it easy, quickly and effectively.

You don't understand it? Well, to tell the truth, neither do we. But after a long series of costly experiments we "hit upon an idea" and produced a combination of tissue building elements, which have performed wonders in making thin people plump and fat.

Sargol was made to put flesh on thin folks, but we don't understand one-half the other remarkable things it does for the thin and undeveloped, the pale and the weak, the dull and the listless. It is not a drug nor a stimulant, but can be best classed as a concentrated food with high tissue-building qualities. A food that creates rich, red blood, builds brain and brawn, hardens flabby muscles and makes even a confirmed dyspeptic "sit up and take notice." In building tissue it has a higher value than good beefsteak or eggs.

Sargol helps you to assimilate your food, to get the utmost good out of every mouthful. Take it with your meals for a few days, the test will tell. See how your digestion has improved, how the blue melancholy feeling goes, how good your meals taste.

A few days more and you begin to take on flesh. You look better, act better, you can do more, do it quicker and easier. Your friend slaps you on the shoulder and says: "Hello, Bill, you're looking fine, never saw you looking better."

But you don't need to be told this. You know it yourself. You know you are gaining weight, feeling more fit than you have felt for years.

A. S. WATSON & Co., LTD., VICTORIA DISPENSARY, | THE PHARMACY, QUEEN'S DISPENSARY, THE EDWARD DISPENSARY. [75-5

THE NEW FRENCH REMEDY

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CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.

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THE NEW DRAGEE (TASTELESS) FORM OF EASY TO TAKE SAFE AND LASTING CURE.

THERAPION

SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BOTT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.

54

BEWARE OF HAVING THERAPION.

FORTHCOMING EVENTS.

TO-MORROW

King George's Birthday—Public Holiday.

Monday, 5th June—

5.30 p.m.—The Royal Hongkong Golf Club Extraordinary General Meeting at the Club House, Happy Valley.

Friday, 9th June.

Noon.—A. S. Watson & Co., Ltd., Thirty-First Annual Ordinary General Meeting at the Hongkong Hotel.

THE EFFORT OF FRANCE.

BRITAIN'S TURN NEXT.

[BY SIDNEY LOW, AUTHOR OF "THE GOVERNANCE OF ENGLAND."]

The profoundly interesting article by *The Times* military correspondent which was published a few days ago should be read in conjunction with a paper contributed to the Paris *Journal* by Senator Charles Humbert, which has attracted considerable attention in France.

The two writers approach their subject from different standpoints; but they concur in laying stress upon the unexampled magnitude of the effort which France has been making during the present war. The English writer holds up the achievement of France for the admiration of her Allies. The French politician, who has close relations with leading groups of statesmen in the Republic, has a significant message to address to ourselves. France is now about to mobilise her class of 1888, that is to say, the men who discharged their obligatory service with the colours six-and-twenty years ago.

They would therefore now be between forty-six and fifty years of age, and the fact that men of these years have now to be taken away from civil life shows how crushing has been the burden upon France's manhood. Side by side with the class of 1888 the class of 1917 may be mobilised, so that the draft is made at both ends of the scale. Men who in normal times are beyond the military age, and youths who have scarcely approached it, may have to be drawn into the fighting line, or, at any rate, into the line of disciplined troops which is held in reserve for military exigencies. In fact, as M. Humbert points out, France is rapidly approaching the point at which all Frenchmen, whatever their age, will become mobilised for the national service.

* * * * *

It is therefore obvious that France has made greater sacrifices than any of the belligerents, unless perhaps it be Belgium and Serbia. Practically all Frenchmen of military age are fighting and all Frenchmen of every age are engaged in some kind of national service. And not the men alone. The women of France have been mobilised also; and, as *The Times* military correspondent points out, the life of the country is maintained only, in face of the depletion of its manhood, by the devotion of the female population. The agriculture of France has been carried on by the women, the old men, and the children; and if the meticulous intensive cultivation goes on up to the very battle-zone itself it is because of the willing hearts and untiring hands of these wives and widows and maidens, these indefatigable greybeards and pertinacious schoolboys.

It is no reflection upon any of the other armies in the field to say that France has borne the brunt of the fighting. The Allied cause has been sustained, and will in the end prevail, through the Army of France as much as the Navy of Great Britain. It is against the French Army that the fullest strength of Germany has been hurled again and again. And again and again the legions of the Kaiser have failed before the quenchless endurance and invincible courage of the French infantry and the skill of the French artillery. France, with her chief manufacturing district in the hands of the enemy, has so organised her industry that she has been able to repair all the deficiencies with which she entered upon the war, and has enabled the armed masses aligned upon her eastern frontier to be amply supplied with munitions and weapons of every kind. With all this she has contrived to keep her industries in existence and to co-operate with Great Britain in maintaining the credit of the Alliance in neutral countries and assist in financing the poorer members of the confederacy.

* * * * *

But the strain has been terrible, and it is not surprising that Frenchmen are beginning to ask themselves whether they are not bearing an undue burden. They feel that their Allies might do something to lighten the load. They look at the map, and they see that now, after twenty months of war, that long line from the Alps to the sea, which protects Britain as much as France, is still in the main guarded by French bayonets. Most of us, I imagine, expected that long before this something like half of it would have been transferred to British custody; but even now we are holding less than a quarter of that sinuous causeway of trenches.

Frenchmen may find it difficult to understand why this should be the case; nor indeed can we easily explain it ourselves. The population of France at the outbreak of the war was about forty millions, that of the United Kingdom and the self-governing Dominions well over sixty millions, to say nothing of our Asiatic and African dependencies. It is true that we have considerable forces in India, Mesopotamia, Egypt, and a large body of troops at Saloniki, though our contingent at that place is understood to be less numerous than the French. Moreover, Great Britain is swarming with men in khaki. How many there are I do not know, and the Government does not tell us; but we have only to use the ordinary faculties of observation to be well aware that there are many more soldiers in these islands than can possibly be required to guard against the somewhat improbable contingency of invasion.

Many of these troops are still under training, but many others have been embodied for a year or more and must be by this time quite as fit for active service as they are ever likely to be. Why a large proportion of them are not now in France one does not in the least understand. There may or may not be good reasons for keeping so many soldiers still hanging about our garrison towns and training camps; but it is intelligible that the French should be growing a little impatient of the situation and should be inquiring when more English will be sent to the front in order to free some of their own war-tried veterans and render the incessant call for drafts from their civil population less urgent.

(Continued on next Column.)

A FLEMISH HOSTESS.

HOSPITALITY UNDER FIRE.

The unruffled acceptance of peril as their daily portion by the countryfolk living near the front line has been often recorded. A charming illustration was afforded the other day by a good lady who had clung to her little place of business, though not a house near her had been left with an unrent roof, writes a correspondent of the *Morning Post*. She was no mean cook, and her lunches and dinners soon won her a name amongst all who had business in her direction, no less than did her motherly kindness to scores of tired and ailing soldiers, for whom she always seemed to have a hot soup ready, which sent them refreshed on their way at no cost to their pockets.

A General wishing to show his appreciation of her pluck and goodness, arranged to lunch at her humble estaminet, she stipulating that she should have two days' notice to do credit to the honour done her.

The notice was given her, but when the General stepped out of his car she came out of her house and assailed his A.D.C. in unmeasured terms for having brought him there.

Had he not received the letter which she had sent the day before, adjuring him on no account to bring M. le Général to such a spot of danger, seeing that the Boches had been shelling it for hours yesterday?

She continued to rate him with undiminished vigour, till the General suggested mildly that as he was there, and the risk had been taken, he might as well have what was going.

But there was nothing going, she asserted hotly; how should there be, seeing that such a piece of stupidity as bringing him could not possibly be conceived?

In the end, however, she agreed that something of no account might be forthcoming if she were given twenty minutes, and quickly set before the G.O.C. as tasty a lunch as he had ever eaten.

Poor old soul, so careful for the safety of the British commander, so indifferent to her own, the Boches have driven her away now. Her little home is in ruins, but she, a short mile further off, is still supplying the needs of needful men, and giving of her skill and her bounty to all who come to her. The big shells go by overhead, but she pays them no attention; their business is elsewhere, and she will not spare them a thought so long as they do not interfere with her's.

France will go on to the end even if, as General de Castelnau said to *The Times*, the French race has to die on the battlefield. But the British Empire, with its much larger European population, should now be in a position to give more substantial aid. If we had the four millions of soldiers for which parliamentary sanction has been obtained, or anything like that number, at least a good half of the western front should be held by English and Belgian troops. And if the war is to last into 1917 it will be imperative upon us to be in a position to discharge that obligation. For if France were to break down from sheer physical inability to maintain her effort on its present scale the Allied cause would be lost beyond redemption. Whatever may happen elsewhere it is on the western front that the ultimate decision will be reached, so that all the Allies are equally interested in enabling France to succeed in the task which she has taken upon herself for the common benefit in that quarter. It is not right that sixty millions of Britons should escape so lightly from the ravages of a war which is felt by France in every fibre of her being.

We have done our share, and it is a great share; but when France, and for that matter Russia, and Serbia, and Belgium also, tell us that we have not suffered and laboured under this war as they have we cannot deny the imputation. More men will be needed to hold back the final desperate efforts of Germany in the west; and as Russia cannot help here, and France must be approaching her limit, it is obvious that the reinforcements in the main must come from the British Islands and the Dominions.

* * * * *

A little help might also be expected from another quarter. We are all grateful to Italy for coming into the Alliance and appreciative of the skill and courage with which the campaign on the Austrian frontier has been conducted. The Italians have fought with undoubted spirit and vigour in that bitter struggle of the mountains and have effected a very useful diversion. But the population of Italy is within about one-sixth of that of France, and if the kingdom had organised her manhood for military purposes in the same way as the Republic there ought to be between three and four million Italian troops under arms. Even if the number is less than half that total there must be a considerable surplus available, for, owing to the nature of the country, the operations in the Trentino cannot employ a very numerous army.

There does not seem any reason why five or six hundred thousand Italian troops could not be despatched beyond the Alps to co-operate with the French in the siege of the Central Empires on the west. An Italian reinforcement of this kind would render the success of a German offensive more than ever improbable and would be a much-needed relief to the French. For reasons of its own the Italian Government has hitherto preferred not to come into actual collision with Germany; but, be the reasons what they may, the French can scarcely be expected to regard them with respect any more than they can quite understand why the task of countering the German attempt to break through to the west should still be left so largely to themselves. Italy may or may not do something effectual. But for Great Britain there is no choice.

France has done her share in a manner beyond all praise, and the time is approaching when we must do our share also in the main campaign even more effectively than has been the case up to the present.

HILLS OF DEATH.

THE WORST BATTLEFIELD OF EUROPE.

The special correspondent of the *Morning Post* on the Italian front writes in the latter part of April:—

The hills of the Carso might well be called the Hills of Death. In no one of the theatres of the European war have I seen such a macabre and tragic battle front as this of the Carso. The Carso is constituted by a ridge of hills which, following the course of the River Isonzo, extend from the Adriatic to Gorizia. Even in times of peace these were uninhabited; on the rocky heights of the Carso no tree or blade of grass is to be seen; its slopes are void of fields and villages and roads. Each one of these hills is nothing but a chaotic mass of rocks and stones, flat and open, forcibly reminding one of the terror of a Dantesque "bolgin." These rocks of the Carso have been the scene of the most tragic devotion accomplished by the Italian Army, for they command the course of the River Isonzo, and are a terrible natural barrier opposed to the Italian advance on Trieste and Gorizia. This barrier extends over a front of some thirty kilometres and had been prepared by the Austrians to stand the impact of even the most desperate and courageous attack. During Italy's nine months of neutrality the Austrians had, by means of dynamite, carved several lines of formidable trenches in the live rock of the Carso; and had built regular redoubts of armed cement and steel, defended by an enormous quantity of quickfirers placed on the dominating positions of these tragic heights. Higher up they had accumulated their heaviest guns, in certain valleys full of natural granite grottoes.

WALL OF GRANITE AND STEEL.

The heroic Italian attack against this wall of granite and steel will be justly appreciated by history. The Italian infantry, which, last summer, attacked the Carso, had to advance entirely in the open until they were under the very muzzle of the enemy's guns. From their positions the enemy could dominate for many miles the low-lying plain of the Isonzo, as far as the old Italian frontier. Their guns could foil any attempt to cross the Isonzo, which, at the foot of the Carso, is about a hundred yards wide. The attacking forces, after having gained the first slopes of the Carso under the murderous Austrian fire, were completely at the enemy's mercy, being unable to build any kind of trench or shelter in the rocky ground. Not even under these conditions, however, were the Austrians able to paralyse the vigorous Italian offensive. The Italian soldiers, though subjected for months at a time to the fire of the dominating positions of the enemy, succeeded in holding their own, building rudimentary trenches with the bodies of their dead. Often during the bayonet charge groups of soldiers would be ordered up carrying sandbags in order to build up on the rock a rough and narrow parapet to afford some cover against the enemy's fire. Notwithstanding all this, they always continued to advance, because it was necessary to push back the enemy at any cost over the highest crest of the Carso, to prevent him from completely dominating the plain of the Isonzo. At the present time the Italian line on the Isonzo stretches almost everywhere beyond the southern fringe of these hills. The Austrians have been obliged to retire into the valleys of the Carso, so that their strategic superiority is now limited to the position of their batteries.

HEROIC SACRIFICES.

The Austrians themselves have recognized the almost superhuman courage displayed by the Italians in this advance. Yet no one can measure the greatness of the sacrifice unless he pushes forward to the bloodstained rocks of the Carso. I was there one wonderful sunny, summer-like morning a few days back. I was accompanied on my visit by one of the youngest Italian generals, whose conduct in the field has deserved the gold medal for valour—the highest honour granted by the King to the heroes of the war. He was pointing out to me the ground over which the Italian troops had last month victoriously advanced, conquering a most important position to the north of Monfalcone. Behind the Italian wire entanglements one could still see piles of dead bodies, left behind by a Hungarian regiment which, with almost superhuman obstinacy, had attempted to retake the position. These Hungarians are the most loyal troops of the Austro-Hungarian Empire. They fight doggedly and devotedly; their officers maintain a very high military tradition. But even the courage of these Hungarian troops which have been concentrated on the Carso could not break the fierce resistance of the Italian infantry. From the beginning of the war until to-day it has never happened that the enemy has succeeded in wresting from the Italians any important position previously conquered by them. The main characteristic of this army—whose achievement sometimes, and wrongly, has been considered slow or too careful—is that of never having given up an inch of the ground conquered on a front which extends for ever 600 kilometres.

TRENCHES BUILT OF DEAD BODIES.

Many Italian army corps have been living for months on the Carso under terrible conditions. It made me shudder, a few days ago, to see many soldiers, exhausted by fatigue, asleep leaning against the trench parapet—mangled remains, unspeakably horrible, out of which it had been built, sticking out in many places. And night after night the struggle waxes furiously on the Carso. Night after night on the bloodstained rocks the artillery pound at each other, accompanied by the throwing of liquid fire bombs, which the Austrians have lately begun to use on the Italian front. The effect of the shells falling on this rocky ground is terrible. Each shell as it bursts on the rocks scatters them into a thousand splinters, which are as deadly as bullets. This is one of the reasons why the Italian losses are so heavy, even when there is no actual offensive. On the other hand, the Italian batteries, notwithstanding the inferiority of their positions, are undoubtedly superior to those of the enemy. Towards Gorizia I have seen the effect of some shots fired by Italian gunners which convinced me that the Italian artillery has a precision of aim and range-finding which allows it to accomplish the most daring of feats. All the Austrian prisoners agree in attesting to the formidable effectiveness of the Italian artillery.

(Continued on next Column.)

CENTRE OF THE STRUGGLE.

Summing up what I have said above, the Carso is the centre of a furious and bloody struggle between two armies, each endeavouring to wear down the other. Of all the different sectors of the European front, it is perhaps the most notable for fierceness of fighting and human sacrifice. Often, indeed, episodes which might be considered just partial, assume the importance of a great battle. The conditions of this mountain warfare do not allow the Italian Army on the greater part of this front to pursue an action against the Austrian line of defences. Still, on the Carso, as around Gorizia, they are forcing the Austrians to offer a strong and continuous resistance, which daily weakens their military organism. In fact, while at the beginning of the war the enemy defended the Carso with one army corps, they have been obliged at present to concentrate three army corps on the line from Monfalcone to San Michele, which are made up of the choicest and best troops still left in Austria-Hungary. It is probable that the victory of one or other of the two armies will be decided on the plains of Gorizia. The Austrians have concentrated about a million men on the front sector of Gorizia and on the Carso. This mass of men is, and for some months has been, in close, almost immediate, contact with the Italians, who by overcoming the invincible difficulties of a natural and strategic nature, have succeeded in nailing the enemy to the extreme flanks of his entrenched camp. When the hour will have sounded for the next offensive those troops will write the history of one of the greatest battles of the European War. It may be that the European War. It may be that the actual territorial advantages gained in such a battle will seem small and negligible, at least to those who do not know the character of the ground over which the struggle will be waged. None the less, it is certain that the positions reciprocally occupied by the contending armies to-day is such that on the day of the final struggle it will determine the victory or the defeat of one of the adversaries. The Italians are waiting impatiently for this hour. They want to gather the fruit of the terrible sacrifices which Europe and even Italy herself ignores. They are sure of victory; and from the rocks of the Carso they look, each evening, at sunset, towards Trieste—so near—confident that soon the dawn of her triumphant liberation will break.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

LEAVE.

1.—No. 1617 Sapper F. Meade is granted leave of absence from the Corps from 16th June, 1916, to 16th March, 1917.

No. 1771 Pte. C. C. Boyd is granted leave of absence from the Corps from 29th instant to 29th May, 1917.

No. 1724 Pte. R. N. Anderson is granted leave of absence from the Corps from 1st June, 1916, for the duration of the war.

ARTILLERY BATTERY.

2.—The undermentioned will parade at Headquarters at 2 p.m. on Saturday, 3rd inst., for escort duty:—

No. 779 Sgt. Frith; No. 1132 Gnr. Heath; No. 1907 Gnr. Beck; No. 1210 Bombr. Bassford; No. 1684 Gnr. Gerrard.

DEFAULTERS PARADE.

3.—No. 1873 Pte. Tangap, Signalling Section, will attend defaulters parade at 5.30 p.m. to-day in marching order.

PARADES.

4.—Parades for to-day.

5.30 p.m.—Defaulters drill at Headquarters under Co. Sergt.-Major Witchell. Recruits Right Section M.G. Co.: Squad drill at Headquarters. Artillery Battery gun drill at Gun Club Hill. Sergt. Bradley will attend. Hongkong members fall in 5 p.m. Star Ferry Wharf, Hongkong.

A. F. CHURCHILL, Capt.,
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

PATROL DUTY.

Patrolmen on First and Second Shift Duty are warned that they are forbidden to leave their Sections or other districts ordered to be patrolled until either (a) relieved or (b) 9.10 p.m. or 12.10 a.m.

During the hours of their duty they are prohibited from entering upon any private premises, hotel, place of entertainment, etc., except in the execution of police duty.

EQUIPMENT BOARD.

Monday, June 5th.—No. 11 Section.
Tuesday, June 6th.—No. 12 Section.
Wednesday, June 7th.—No. 13 Section.
Thursday, June 8th.—No. 14 Section.
Friday, June 9th.—No. 8 Section.

PARADES, ETC.

(Central Station, 5.30 p.m.)

Sections 13 and 14 and Recruits of No. 4 Company will parade under Chief Inspector Mason on Monday and Friday, June 5th and 9th.

Recruits of No. 2 Platoon will parade under Staff Inspector Clarke on Tuesday and Thursday, June 6th and 8th.

ROUTE MARCH.

The Route March ordered for Friday, June 2nd, is cancelled.

UNIFORM.

During wet weather, patrolmen are permitted to wear their blue winter trousers with white jackets.

F. C. JENKIN,
D.S.P. (R).

COMPANY MEETING.

THE "STAR" FERRY CO., LTD.

The 18th ordinary annual meeting of the above was held at the offices of Messrs. Jardine, Matheson & Co., Ltd., yesterday at noon. Sir Paul Chater, C.M.G., presided, and those also present were:—Hon. Mr. E. Shellim (Director), Messrs. G. C. Moxon, J. Hyde, A. A. Fyfe, G. Robertson, R. L. Atkinson, A. E. Crapnell, and J. Hooper, with the Acting Secretary, Mr. P. R. Wolff.

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen, our report and statement of accounts having been in your hands for some days, may, I think, be taken as read. The net earnings of our boats for the year under review, $88,042.58, while comparing favourably with the figures for the previous year, are not quite so good as for the year 1913-14, that is to say, for times before the war. During the earlier months of the year traffic in all classes showed a serious falling off, to counteract the effect of which it became necessary to revise the scale of some of our fares, and, consequently, the scale for punch-tickets and third-class fares was raised, a step which has had satisfactory results, although the income over 1914-1915 is not entirely due thereto, but is largely assisted by the increase in railway fares received from the Government since February, 1915. You will no doubt recollect that at our last annual meeting reference was made to correspondence passing between ourselves and the Government on the subject of railway passengers. I am pleased to say this matter has now been settled, and we are receiving a more adequate return for such passengers. No doubt when the linking up of the Kowloon-Canton Railway with lines from the North becomes an accomplished fact, we may confidently look for a considerable increase in railway passenger traffic and its consequent increase in our revenue. The disturbances in Canton have not, as might have been expected, materially affected our revenue. At the commencement there was a momentary influx of passengers by rail, but this was not maintained for any length of time and traffic has now resumed its normal proportion. In accordance with suggestions from the Government, structural alterations are now being carried out at our wharf on this side of the harbour which, when completed, will afford better accommodation to the railway company for their booking offices, and at Kowloon the shelter is being extended to the colonnade of the new station. To meet the convenience of the travelling public, we are altering the lights on our ferry boats and have arranged with a local firm to install "Aga" lights on all our boats. The *Northern Star* has been fitted with these lights for the past six months, and they have proved satisfactory. The necessary lights for the other boats are due here very shortly. Our loss on subsidiary coins is $7,190.41, as against $9,492.46 last year. Discount thereon has since considerably decreased and it is to be hoped may ere long stand at par. Expenses generally for stores and repairs have increased, but the rise in coal has not greatly affected us, as we have a favourable contract still running. Prospects for the future may, I think, be considered good. Third-class passenger receipts are improving, more steamers are utilising the Kowloon wharves, and when the new large wharf is completed, it is probable that the ferry will become more generally used by first-class passengers. Revenue from tourists cannot, I fear, be looked for in any appreciable degree so long as this war lasts. We can only trust that before our next annual meeting, it may have been brought to a triumphant termination by Great Britain and her noble allies. I now beg to propose that the report and accounts as presented be adopted and passed, and after this has been duly seconded, I shall be pleased to reply to any questions shareholders may wish to put.

Mr. CRAPNELL seconded, and, there being no questions, the resolution was put to the meeting and unanimously carried.

Mr. ROBERTSON proposed, and Mr. HOOPER seconded, the re-election of Sir Paul Chater as director, and this was unanimously agreed to.

On the proposition of Mr. ATKINSON, seconded by Mr. HYDE, Mr. F. Maitland was re-appointed auditor at a remuneration of $200.

This was all the business, and the Chairman announced that dividend warrants were now ready and could be had on application.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

MACAO, May 31st.

Much money has been wasted in this colony by making reservoirs and laying water pipes throughout the city, for, as I said sometime ago, they have never been once used for the purpose for which they were intended. Now we learn from the report of the Inspector of the Fire Brigade, Senor Major Borges, that the applicances at the pumping station are all out of order and have been condemned. The construction was completed only two years ago and now we hear that the reservoir walls are falling down. Someone surely ought to be called to account and an example made. What advantage has been gained from the first dredging of the harbour which was carried out at a cost of $200,000? No wonder there is a lack of money.

The murder of the Indian policeman, which took place on Friday morning at the landing place at Tarrafeiro, is the talk of the city. The man had been in the service for eighteen years and had a very good record. It seems that two or three men tried to smuggle some goods on to the steamer *Tai-zema*, which was to leave for Hongkong at the break of day. They were stopped by the policeman and one of the men fired at him three times and he died on the spot.

Senor Mignel R. Morgado, the chief clerk to the Court, has died at the Military Hospital following an operation. He leaves a widow and seven children, the eldest of whom is 10 years.

Much annoyance is caused by the noises made by the "Dog-killers" during the nights, and it is time some steps were taken by the Authorities to stop this nuisance. Most of the residents sleep with their bed-room windows open in order to gain the full advantage of any cool breeze that may be blowing and it is very disturbing to repose to have the "dog-killers" pass making the night hideous with the blowing of motor horns and bugles and the ringing of bells.

A. S. WATSON & CO., LTD.

ANNUAL REPORT.

The report of the General Managers of Messrs. A. S. Watson & Co., Ltd., for the year ending 31st December, 1916, which will be presented to the shareholders at the thirty-first annual general meeting of the Company to be held at the Hongkong Hotel on Friday, the 9th June, at noon, says:—

The net profits of the Company for the twelve months under review, after paying all charges, including the salary of the General Managers, and providing for all bad and doubtful debts, allowing for loss on subsidiary coins, the payment of auditors' fees $700, and including $242.10 unclaimed dividends forfeited, amount to $115,364.45, to which has to be added the balance brought forward from the previous year $1,114.35, making a total of $116,508.80.

From this there has to be deducted:—

General Managers' Commission of 5 per cent. on the net profits for the year....	$5,769.72
Remuneration of the Consulting Committee	2,500.00
	$8,269.72
Leaving available for appropriation	$108,239.08
We propose to pay a dividend of 7 per cent., which will absorb	$ 63,000.00
To place to Reserve Fund	10,000.00
Write off Building Improvements, Furniture, Fittings, Utensils of Trade	$13,700.00
Write off Aerated Water and other Plant and Machinery	12,200.00
Write off Steam Launch, Steam Lighter, Motor Junk and Motor Lorry	4,100.00
	30,000.00
Pay to the Staff Provident Fund	5,000.00
And carry forward to 1916 account	239.03
	$108,239.08

Reserve Fund.—This, with the addition of $10,000 as above, will stand at $180,000.

Lieut. Alan James Charles, R.N., is reported as killed on April 25th. He was the third son of Mr. William Richard Charles, C.M.G., of Silwood, The Park, Cheltenham, formerly H.B.M.'s Consular Service in China and Consul-General at Tientsin. The deceased officer was 22 years of age. He joined the Navy as midshipman in 1911, became acting sub-lieutenant in January, 1914, and was promoted in September last.

HONGKONG GYMKHANA CLUB.

PROVISIONAL PROGRAMME FOR THIRD MEETING.

The Hon. Secretary of the Gymkhana Club has courteously supplied us with the provisional programme for the third meeting, to be held on 8th July. The events are as follow:—

Handicap 1 mile for ponies that have run and not won this year.
Gymkhana stakes one mile.
Polo Club Event.
Once round Handicap.
Half-mile distance Handicap.
Ladies' Nomination, Musical chairs.
1½ mile Handicap.

CIVIL SERVICE C.C.

AVERAGES FOR THE SEASON.

During the past season the Civil Service C.C. played 12 matches of which they won three, lost 4 and five were drawn. The following are the batting and bowling averages:—

BATTING.

	Innings.	Not out.	Highest score.	Total Runs.	Aver.
R. Witchell	11	2	96	349	38.77
R. A. B. Ponsonby-Fane	6	0	51	92	15.33
P. T. Lamble	10	1	25	93	10.33
R. E. O. Bird	11	0	45	113	10.27
R. W. Bearne ...	7	2	*13	52	10.20
R. G. Southerton ...	13	1	26	108	9.00
E. W. Hamilton ...	8	2	17	53	8.83
E. W. Dawson	11	0	13	87	7.90
F. W. Wood	7	1	12	39	6.50
W. Hill	11	3	9	39	4.87
C. J. Tacchi	10	2	12	37	4.62
W. H. Edmunds ...	7	0	17	29	4.14
C. Sara	9	1	*25	31	3.87

* Not out.

THOSE WHO PLAYED IN LESS THAN HALF THE MATCHES.

R. O. Hutchison ...	4	0	84	173	43.25
W. L. Smith	2	0	38	49	24.50
Hon. Mr. C. Severn ...	4	2	*11	33	16.50
W. B. Bradbury ...	3	1	15	30	15.00
A. E. Wood	1	0	10	10	10.00
A. Biden	1	0	6	6	6.00
F. W. Bacon	3	0	15	16	5.33
J. Deane	4	0	2	3	.75

* Not out.

BOWLING.

	O.	M.	Runs.	Wkts.	Aver
R. Witchell	82	21	220	27	8.14
R. E. O. Bird	113	19	380	39	9.75
E. W. Hamilton ...	66	11	160	16	10.00
R. G. Southerton ...	57	6	237	21	11.28

THOSE WHO PLAYED IN LESS THAN HALF THE MATCHES.

W. H. Edmunds ...	9	2	15	3	5.00
J. Deane	10	1	26	2	13.00
Hon. Mr. C. Severn ...	11	1	41	3	13.66
P. T. Lamble	14	2	61	4	15.25
W. Hill	10	0	72	3	24.00
F. W. Wood	16	0	86	3	28.66
W. Bradbury	9	2	23	0	

POLICE RESERVE SPORTS' NIGHT.

The following challenges are issued for the Police Reserve Sports' Night at the Victoria Theatre on Whit-Monday, and still await acceptance:—

P.-c. Chanan Din, Hongkong Police, offers to wrestle anyone in the Colony at any weight. Catch-as-catch-can style.

"Young Ward," R.N.Y.P., will box any amateur in the Colony at 136 lbs. Give or take 2 lbs.

P.-c. 591 Maher, Hongkong Police (R), will box any amateur at 133 lbs. Give or take 2 lbs.

P.-c. Cave, Hongkong Police challenges anyone in the Colony at bayonet fighting, long rifle. Best three out of five points.

"Kid Marriott," R.N.Y.P., wishes to box anyone in the Colony at 126 lbs.

Sapper Richards, R.E., light-weight champion of the Colony will be pleased to arrange a match with any light-weight in the Colony.

Pte. Buckley R.M.L.I. of H.M.S. *Tamar* would like to meet P.-c. 821 Johnson H.K.P.R.

Challenge acceptances should be sent to Staff Inspector Wildin, Imports and Exports office (Telephone 50).

SHANGHAI CRICKET CLUB.

ANNUAL GENERAL MEETING.

The annual general meeting of the members of the Shanghai Cricket Club was held on May 25th, Mr. A. P. Wood presiding.

Before proceeding to the usual routine of the meeting, the Chairman asked all to stand while he made allusion to those of their friends—all of whom were true British sportsmen—who had, since the last annual meeting, left Shanghai to join His Majesty's forces and to fight in defence of a sportsman's ideas of what is just and right. The total number, so far as they could find, of members of the Club, who had left "to do their bit" for King and country, appeared to be 105, and of this number it was with the greatest regret they had to record the deaths of the following:—W. J. C. Budd, C. Bussy, W. H. Dent, E. J. Hayward, Loftus E. P. Jones, P. Lambe, and W. E. Reiss—and he asked all to join with him and his colleagues in expressing their deep and heartfelt sympathy with the relatives and friends of their late fellow members. Their names would later on be placed on a roll of honour in a prominent position in the pavilion.

The report referred to the petition from 60 playing members of the Club sent to the Committee requesting that members of enemy nationality be requested to abstain from using the Club during the duration of the war. A letter to this effect was sent to each member of enemy nationality, resulting in the resignation of those members.

The following, members of the outgoing committee, were re-elected to service, *en bloc*:—Messrs. G. M. Billings, R. Grimshaw, W. J. Hawkins, E. W. Stagg, L. Walker, and A. P. Wood.

The balloting committee was composed of the general committee and the following:—Messrs. H. F. Bell, St. G. R. Clark, E. O. Cumming, H. M. Gorton, A. E. Lanning, V. H. Lanning, W. J. Monk, Dr. H. H. Morris, N. B. Ramsay, E. G. Tait, W. H. L. Warrener, R. W. Wells, and Wheeler.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth, in their weekly share report dated the 1st June, 1916, state:—

Since our report of the 26th ultimo the improvement in the local share market then referred to has been well maintained, although at the close there is less business doing owing largely to the difficulty of obtaining shares at prices offered. The May settlement passed off satisfactorily on the 30th ultimo, and this being the last of the accounts involving heavy differences to the disadvantage of the buyer, there is now every reason to look forward to a steady improvement in those stocks justifying support, with special reference to the speculative group, which, for reasons obvious to those interested, have recently been unduly depressed. "Rubbers" continue more or less neglected, and there is nothing of special interest to report under this head. Bar Silver is quoted to-day at 32⅝d., and the T.T. rate on London at 2/1⅛. Shanghai T.T. now stands at 71, and the Bank's buying rate on that port for 3 d-s bills at 71⅛. Singapore T.T. has declined to 90 nominal.

BANKS.—Have been sold at $750, and there are further buyers at the rate.

MARINE INSURANCES.—Have had nominal quotations throughout the week and no transactions are reported.

FIRE INSURANCES.—Have also been quiet and no sales have been noted.

SHIPPING.—Douglases have been very firm with sales at from $127 to $129, and market closes with buyers at the latter rate for cash. Indo-Chinas show an improvement on the week and after sales up to $118½ close rather quieter, with probable buyers at $118 and a strong demand for forward shares at equivalent rates. Steamboats have been sold at $21½ and $22, and are now wanted at $21½. Star Ferries are nominal at $38.

OILS.—Shells have changed hands at 96/-, and more shares could be placed at this rate. Langkats have been quiet and after sales at Tls. 26 and Tls. 26¼, close with buyers at Tls. 26¼. Ural Caspians are nominal at 33/-.

REFINERIES.—China Sugars have been done at $107½, and close with probable buyers at this price. Luzons have a nominal quotation of $31, with no business reported.

MINING.—Kailans are unaltered at 27/- buyers. Raubs remain with sellers at $2.90. Tronohs have improved to 39/-, closing firm after sales at the rate.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks close with buyers at $116, after sales from $115 up to $116½. Kowloon Wharves have been a very firm market and have been sold up to $82, and there are now buyers at $81. Shanghai Docks are Tls. 73 nominal. Hongkew Wharves Tls. 90, also nominal.

LANDS, HOTELS AND BUILDINGS.—Central Estates are on offer at $98. Hongkong Lands remain with buyers at $100, but no sellers at the price. Hongkong Hotels are obtainable at $112. West Points are rather weaker with sellers at $86. Humphreys are $7 nominal after extensive sales at $6.90 and $7.

COTTON MILLS.—Shanghai Cottons have improved to Tls. 82½, at which there are still buyers. Others are unaltered with nominal quotations.

MISCELLANEOUS.—China Borneos are on offer at $8½, with no business reported. China Lights are wanted at $4.40 and Electrics at $44½. Hongkong Trams are nominal at $6.30. Cements have been done at from $9 to $9.20, and close with buyers at $9.30. China Providents have been sold at $8.90 and there are now sellers at $9. Watsons have a nominal quotation of $7.60, after sales at this price. Ropes can be placed at $32½, business having been done at this rate and at $33. Union Waterboats are wanted at $14.

MEMO.—Next Settlement Day, June 29th.

YARN MARKET.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers, of Hongkong, in their report dated June 1st state:—

The activity advised in our report of May 18th continued on a pretty free scale during the early period of the fortnight, due no doubt to a further set-back in the rate of remittance which emboldened dealers to operate unreservedly, and as most of the importers preferred meeting this ardently looked for demand to holding out for better values, business to the tune of 3,000 bales came to the books at an appreciation of $2 to $4. Exchange having latterly assumed a steadier tone, dealers have withdrawn from the market and, apprehending a rally in silver, are endeavouring forced sales. In the circumstance, business has again come to a halt, and it is difficult to place any parcel even at a concession of $2 on the highest point touched last week.

The recent tremendous advance in Cotton has rendered the position of spinners more difficult than ever and any fresh business is entirely out of the question. The market closes quiet but steady owing again to weak exchange. Sales during the fortnight, 3,000 bales. Sold and unsold stocks in godowns, 56,000 bales.

ARRIVALS.—The extra str. *Sangola* from Bombay have brought in 16,000 bales for Hongkong only. Shipments from Hongkong to Shanghai and coast ports, etc., 6,500 bales.

SHANGHAI.—Advices from Shanghai point to a quieter feeling—the natural sequence to a series of animated and robust markets—and the sales during the fortnight ended the 27th inst. are returned at 1,200 bales.

JAPANESE YARNS.—A fair quantity was sold in the beginning of the fortnight at advancing rates, including 200 bales Yellow Joss, No. 20 at $129; 100 bales Nagasaki, No. 20 at $134; 200 bales 3 Horse, No. 16 at $123.

RAW COTTON.—No sales for Bengal or Chinese. Quotations:—Bengal at $20 to $23; Chinese at $23 to $30 per picul.

INTIMATIONS

LANE, CRAWFORD & Co.

SUMMER FURNISHING FABRICS.

JUST TO HAND

CASEMENT CLOTHS

WITH COLOURED BORDERS.

INEXPENSIVE. DAINTY. EFFECTIVE.

PLAIN CASEMENT CLOTHS

IN A VARIETY OF SHADES.

FULL RANGE OF BORDERS TO MATCH.

CRETONNES LINENS AND TAFETAS.

ALL ABOVE MATERIALS ARE

SUN FAST AND TUB FAST.

PATTERNS ON APPLICATION.

LANE, CRAWFORD & CO.

[21

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return " " (available also for return by day steamer)	11.00
Single Fare by Day Steamer	5.00
Return " "	9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

FRIDAY, 2ND JUNE, 1916.

8 a.m. *HEUNGSHAN*. | 8 a.m. *HONAM*.
10 p.m. *KINSHAN*. | 5 p.m. *FATSHAN*.

SATURDAY, 3RD JUNE, 1916.

8 a.m. *HONAM*. | 8 a.m. *HEUNGSHAN*.
10 p.m. *FATSHAN*. | 5 p.m. *KINSHAN*.

HONGKONG-MACAO LINE.

S.S. *TAISHAN*, Tons 2,030. | S.S. *SUI TAI*, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 2 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 3RD JUNE, 1916.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL

MACAO-CANTON LINE.

S.S. *SUI AN*.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [123

SANATOGEN CO. (CHINA).

HEAD OFFICE: 1, THE BUND, SHANGHAI.

BEG to announce that their, preparations SANATOGEN, FORMAMINT, etc., are made exclusively at the PENZANCE (Cornwall, ENGLAND) and LONDON WORKS of the SANATOGEN CO., LONDON.

Their Company is exclusively BRITISH and is included in the "WHITE LIST" issued by the CONSUL-GENERAL, SHANGHAI.

They have appointed Messrs. MOW FUNG & Co. to act as their Sole Wholesale Agents for Hongkong and South China, who will maintain stocks and supply their Goods at Prices which can be obtained on application to their Office, No. 10, DES VOEUX ROAD CENTRAL. 688

NEW ADVERTISEMENTS

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

MR. EDWIN LESTER GILBERT ARNOLD has been Appointed from the 1st June, 1916, Local Manager in Hongkong of the above Company, in place of Mr. PERCY TESTER, Resigned.

W. H. TRENCHARD DAVIS,
Manager for China,
Shanghai.

Hongkong, 1st June, 1916 [765

FIRE INSURANCE ASSOCIATION OF HONGKONG.

KING'S BIRTHDAY HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (SATURDAY), the 3rd June, 1916.

By Order,
A. R. LOWE,
Secretary.

Hongkong, 1st June, 1916. [760

MARINE INSURANCE ASSOCIATION OF HONGKONG.

KING'S BIRTHDAY HOLIDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (SATURDAY), the 3rd June, 1916.

By Order,
A. R. LOWE,
Secretary.

Hongkong, 1st June, 1916. [767

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on SATURDAY, the 3rd June.

Hongkong, 30th May, 1916. [751

NOTICE.

THE Connection of MR. D. K. SETHNA with our Firm having CEASED, the Power given to him to Sign our Firm is hereby revoked.

CAWASJEE PALLANJEE & Co.

Hongkong, 1st June, 1916. [755

NOTICE.

MR. H. S. ABDEALLI having retired from our Firm, his Interest therein Ceases as from the 31st May, 1916. The Firm will be carried on by MRS. Z. ABDULKYUM and MR. T. A. TYEBKHAN, the remaining Partners.

H. HIPTOOLA & Co.,
Milliners and Drapers,
13 and 15, D'Aguilar Street.

Hongkong, 1st June, 1916. [756

NOTICE.

REUTER, BROCKELMANN & Co.
(IN LIQUIDATION).

CREDITORS are required to send in their Claims against the above to the Undersigned, St. George's Building, Chater Road, on or before FRIDAY the 30th June, 1916.

SHEWAN, TOMES & Co.,
Liquidators.

Hongkong, 1st June, 1916. [757

NOTICE.

WM. MEYERINK & Co.,
H. TIMCKE.

ALL CREDITORS are requested to send in their Claims to the Undersigned on or before 30th June, 1916.

ALEX. ROSS & Co.,
4, Des Vœux Road,
Liquidators

Hongkong, 31st May, 1916. [758

VACUUM OIL COMPANY.

I HAVE This Day handed over the Hongkong Office to MR. J. H. CONGDON, JR., who will Assume Charge as General Manager of the Company, I having This Day Resigned my position as General Manager of the Company's Business in Hongkong and adjoining Territories.

W. A. DOWLEY.

Hongkong, 1st June, 1916. [760

VACUUM OIL COMPANY.

MR. W. A. DOWLEY, having Resigned his position as General Manager of this Company's Business in Hongkong and adjoining Territories, no longer holds the Company's Power of Attorney.

I have To-day Assumed Charge of this Company's Business in Hongkong and in adjoining Territories.

J. H. CONGDON,
General Manager.

Hongkong, 1st June, 1916. [761

WANTED.

BRITISHER Seeks Employment, temporary or otherwise. Many years' experience in the East. Excellent references and testimonials. No objection to outports.

Apply—
"X. Y. Z.,"
Care of "Daily Press" Office.

Hongkong, 30th May, 1916. [746

WANTED.

FOR Singapore, CHINESE CLERK with a good knowledge of Chinese Characters; thorough knowledge of English essential; would be required mainly for translation work.

Apply—
"A. B. C.,"
Care of "Daily Press" Office.

Hongkong, 29th May, 1916. [741

TO LET.

NO. 4, DES VŒUX ROAD CENTRAL, First Floor.

THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, &c., No. 14, SHAMEEN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.

Apply to—
DAVID SASSOON & Co., LTD.
[415

HOUSES TO LET

TO LET.

PREMISES at present occupied by CHS. J. GAUPP & Co., Alexandra Buildings, Chater Road.

Apply on premises or to—
LOWE, BINGHAM & MATTHEWS,
Liquidators.
[705

TO LET.

GLENSHIEL, 141, PEAK. Partly Furnished, suitable for a Mess. For all details apply to—
"GLENSHIEL,"
Care of "Daily Press" Office.
[749

TO LET.

FOUR ROOMS and Servants' Quarters at 17, THE PEAK. Immediate possession.

Apply on the premises or write to—
"C.,"
Care of "Daily Press" Office.
[740

TO LET—FURNISHED.

NO. 5, THE PEAK. SIX ROOMS and Tennis Court. Within 10 minutes of Tram.

Apply—
H. A. LAMMERT.
[720

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).

Apply to—
WILKINSON & GRIST.
691

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., LTD.
[622

TO LET.

OFFICES in Princes' Building.

Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co
[572

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—
DEACON, LOOKER, DEACON & HARSTON.
[90

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.

For particulars etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD.
665

TO LET.
From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.

Apply to—
SHEWAN, TOMES & Co.
[518

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
[37

TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon.

THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD
Alexandra Buildings
[692

TO LET.

OFFICES at 2, Connaught Road.

OFFICES in King's Buildings.
HOUSE in CLIFTON GARDENS, Conduit Road.
No. 1, HILLSIDE, "THE PEAK.
GODOWNS, at Wanchai.
Nos. 1, and 2, WEST END TERRACE, CANTON.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
32

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.

CRAIGMIN EAST, 160, THE PEAK, Unfurnished.
4-ROOMED FLAT to let at the PEAK.
KELLETT CREST, 66, PEAK.
No. 141, WANCHAI ROAD, Large and Spacious Godown.
"SHORNCLIFFE," Garden Road, to let Furnished, 6 Rooms.
"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.
"GLENSHIEL," No. 141, Plantation Road, Peak.
"HARTING," Austin Road, Kowloon.
No. 6, BELILIOS TERRACE.
No. 25, BELILIOS TERRACE, with entrance on Conduit Road.
TWO GODOWNS, in Duddell Street.
No. 2, DES VŒUX VILLAS, 51, PEAK, Unfurnished).
No. 69, THE PEAK (5 CAMERON VILLAS.

Apply to— LINSTEAD & DAVIS
3rd Floor, Alexandra Buildings.
35

INTIMATION

BY APPOINTMENT.

WATSON'S DRY GINGER-ALE.

FRAGRANT.
AROMATIC.
DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

PINTS $1.20 PER DOZ.
SPLITS 70 CTS. „ „

TRADE MARK

A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

TELEPHONE 436.

'13

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 2ND JUNE, 1916

THE IRISH PROBLEM.

THE evidence already given before the Commission of Enquiry into the causes of the outbreak in Ireland, coupled with the full report of the debate in the House of Lords, contained in recent Home papers, shows conclusively that the Government of Ireland had ample grounds for knowing of the existence of a widespread seditionist movement. A distinction must necessarily be made between the Irish Government and the general body of His Majesty's Ministers forming the Cabinet, because, apparently, Mr. BIRRELL did not keep his colleagues well advised of the trend of events, and the first news of the rising in Dublin came upon them as a "bolt out of the blue." The Irish Government was aware that large bodies of Sinn Feiners, perfectly armed and equipped, had been drilled for months past. It was known that they possessed explosives in considerable quantities and were well provided with money. Upon the Sunday before the revolt they were allowed to parade and to go through a number of exercises armed with side-arms, the officers carrying revolvers, while a few days previously they had been occupied in practising street-fighting in Dublin without interference. These statements are made on the authority of Lord MIDLETON, and, as they have not been contravened, their accuracy need not be doubted. Moreover, the avowed purpose of the Sinn Feiners was set forth week after week in a variety of newspapers, and posters of a seditious character, especially directed against recruiting, were allowed to be put up broadcast throughout the country. These matters were brought continually to the notice of the Irish Executive, and many requests were made that steps should be taken immediately to deal with them. Under the circumstances it may seem strange to the ordinary mind that nothing was done, and already, in some quarters, Mr. BIRRELL has been singled out as a scape-goat. Violent attacks have been made upon him. He has been described as a man utterly incapable of realising the seriousness of the issues and as one who would meet the gravest situations with a gibe or a jest. It is, of course, very easy to be wise after the event and perfectly simple to argue now that if rigorous repressive measures had been adopted, the disorders would not have taken place. It was, however, purely a question of policy. The Irish Executive took the view that to suppress the Sinn Fein movement by force would be to precipitate a conflict, which was to be avoided if in any way possible. A similar policy of non-intervention was pursued towards the Unionist and Nationalist volunteers and, as a result, when war broke out both forces united in defence of their common country. In their case the results might have been disastrous if ill-advised action on the part of the Authorities had brought about a collision, and although we do not say that the same indulgence shown to the Nationalists and Unionists should have been displayed towards the Sinn Feiners when fostering a rebellious movement after war with a foreign Power had broken out, it is well to bear all the facts in mind when distributing censure. Lord MORLEY, who twice held the post of Chief Secretary of Ireland, emphasised the difficulties of the position by a reference to the violent proceedings in Belfast in 1886. Looking back after all these years he is still in doubt as to whether it would not have been wiser to have tolerated a great deal of violence and lawlessness in Belfast in that year than to have taken the severer proceedings which he did take and which brought upon him the loud and constant censure of all who did not agree with his methods. After all, there is consolation in the thought that by allowing the movement to come to a head it has been possible to deal with it effectively. The disloyalty of a comparatively small band of fanatics has brought the Irishmen of the two great parties on to a common ground, and there seems reason to hope that out of evil good may come in the shape of some permanent settlement of the Irish problem. Indeed, a cable just received states on the authority of the *Glasgow Herald* that this settlement has been reached on the basis of a Parliament for Nationalist Ireland with Ulster, or the greater part of it, excluded.

Mails for Europe *viâ* Siberia close to-day at 11 a.m. and at 4 p.m.

Mr. E. L. G. Arnold has been appointed local manager in Hongkong of the Commercial Union Assurance Co., Ltd., in place of Mr. Percy Tester, resigned.

The Hon Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks a donation of $50 to the funds of the Hospitals from Messrs. Lowe, Bingham & Matthews.

Mr. Edbert Ansgar Hewett, C.M.G., of the Wellington Club, Grosvenor-place, S.W., a member of the Executive and Legislative Councils in Hongkong, and manager of the Peninsular and Oriental Steam Navigation Company in Hongkong left estate of gross value of £32,10). He left £300 each to the rector and churchwardens of Albury, Surrey, and the rector and churchwardens of Nutherscale, Leicester.

In conformity with His Majesty's wishes, there will be no official celebration of the King's Birthday on Saturday. The Boy Scouts and Girl Guides will, however, give a display on the Murray Barracks' Parade Ground at 5.30 p.m. in aid of the Belgian Children's Relief Fund and the Blind Soldiers' Relief Fund. Souvenir flags will be presented to all sympathisers. We understand that they will also sell flags to-morrow at the various commercial houses.

Second-Lieutenant Herbert William Degetau Stone, killed on April 26th, was the second son of the late Waldemar Schmidt, formerly of China, and of Mrs. Schmidt, of Uplands, Beaconsfield. Mr. Waldemar Schmidt, who was a Dane, was for many years the London agent of the China Traders' Insurances Company. His son, who has now fallen in action, was born in 1879, and was educated at Westminster. In 1898 he went to Shanghai, and while in business there until 1904 was a member of the local Volunteer Corps; he was awarded the China Medal after the Boxer Rising of 1900. He was in business in London when war broke out, and in December, 1914, enlisted in the University and Public Schools battalion of the Royal Fusiliers. In May, 1915, he was gazetted to the Connaught Rangers and went to the front in December last, being attached to the Royal Irish Rifles.

IN NAVAL UNIFORM.

MASTER MARINER CHARGED AT THE HONGKONG POLICE COURT

A master mariner named Allan Cameron, who appeared in Court attired in Naval uniform, was charged before Mr. Orme at the Hongkong Magistracy yesterday with that he not being a member of His Majesty's forces did wear the King's uniform without authority, and in such circumstances as to bring contempt upon that uniform in Lyndhurst Terrace the previous evening.

Cameron said—I plead guilty to being in the uniform.

Mr. Orme—Are you a person serving in His Majesty's forces?

Defendant—I retired from His Majesty's Forces last November, after the Dardanelles. My ship was sunk; therefore I am on the retired list now.

Mr. Orme—Were you wearing the uniform in a way to bring contempt upon it?

That I do not agree to.

Do you know whether you were or not?

I was certainly in Lyndhurst Terrace, but I have been there before with officers in uniform.

Detective Cockle spoke to seeing defendant leaving a house in Lyndhurst Terrace about 11.20 the previous evening. Seeing that he was wearing the uniform of a 2nd-Lieut.-Commander witness spoke to him and told him that he would have to go back with him to the Central Police Station. This was done because the police had received instructions from the Naval Authorities that the defendant was not allowed to wear the uniform he was wearing. The defendant asked him to be allowed to go to the Peak Hotel so that he could change his uniform. Witness told him that that was more than he could do, and defendant was accordingly taken to the Central Police station. At the time defendant was wearing the uniform he was, under the influence of drink.

Mr. Orme inquired as to whether any instructions had been received in connection with the wearing of uniform under certain circumstances.

Detective Cockle said that certain instructions had been received by the Captain Superintendent of Police. He added that the Commander of H.M.S. *Tamar* would be willing to come forward and give evidence if it was considered necessary.

Mr. Orme (to defendant)—Do you think you have a right to wear the uniform?—Certainly, I have every right. I am on the retired list, but I have not yet received my discharge from the Navy.

Mr. Orme—Another offence is that you were under the influence of drink—That I deny. I came out from a house and then this officer arrested me. I was not under the influence of drink; neither was the gentleman who was with me.

Mr. Orme—As far as you know, I suppose, you were not under the influence of drink at the time. I consider the detective to have been in a better position than you were to know if you were under the influence of drink at the time. Do you challenge the statement that you are not now serving in H.M.'s forces?

Defendant—I am liable to be called up at any moment. I have done one year's service.

Mr. Orme—So am I liable to be called up. We all are.

Defendant—I have done one year's war service; six months in France and six months in the Dardanelles.

Mr. Orme—But you are not serving now.

Defendant—I am serving in the Mercantile Marine now.

Mr. Orme—That is not a branch of His Majesty's Naval forces now.

Defendant—I have always been allowed to wear my uniform at any time; from the time the Special Service Squadron was disbanded on August 6th last year. I was in uniform at Home and there was no questions. I have sent in my resignation and also asked for another ship, or to be allowed to go on the retired list.

Detective Cockle said that defendant had been out of employment for some months, and at the present moment he held no post in the Mercantile Marine.

Mr. Orme—It appears to me, Cameron, that you are not a person serving in H.M. Naval forces; though of course you may be called up again.

Defendant—I have always been under the impression that I could wear the uniform. This is the first time I have ever been checked.

Mr. Orme—You do not mean to tell me that what you were doing last night was quite right?

Defendant—No; but I have been there before with other Naval officers.

Subsequently Detective Cockle asked for the case to be adjourned until the next day, when the Commander of H.M.S. *Tamar* would be called to give evidence.

The Magistrate agreed, and bail was fixed at $100.

RAISING THE WIND FOR REBEL CAUSE.

THREE BOYS KIDNAPPED FOR RANSOM.

A remarkable story of how three small Chinese boys were kidnapped and held in captivity in a cave in the region of Macao for the purpose, so it is said, of securing ransom money for the Chinese revolutionary cause, was related by Mr. W. E. L. Shenton at the Magistracy yesterday, when a Chinese school teacher—a comparatively young woman—was charged with kidnapping.

Mr. Shenton said that the defendant asked the boys to come with her "to see the races at Yaumati," and on the way they met a man whom the defendant and the boys accompanied on board the *Sai Tai*. The boys were placed in a cabin on the ship and conveyed to Macao. They were then taken by a man named Chi to a house in Macao, subsequently to a cinema, and, ultimately, in the night, to a night-soil boat.—The defendant said she was going into the fore cabin, and said that the boys must remain in the after cabin. This was the last they saw of the woman until they were restored, more than two months afterwards. They were taken to a place called Ma Kok, and thence to Shum Ching, whence they were taken out to a cave. Here the two elder boys were chained up. A number of letters were written asking for ransom money, and the men in charge of the captives forced the elder boy to write a letter also asking that he might be ransomed. The men threatened that if large sums of money were not handed over the children would be killed. The father got into communication with the British and Chinese authorities, and bills offering rewards for information were posted in a great many districts in South China and elsewhere. Eventually a man named Ng Tai, who was helmsman on board the night-soil boat which took the boys to Ma Kok, saw the notices, and visited the father in Hongkong. He conducted the latter to the neighbourhood of the place where the boys were held, and after a day's search they were discovered and released. As a result of the boys' story the defendant was arrested in Hongkong, and she admitted taking them to Macao. She also stated in the charge-room that she had done it to procure money for Revolutionary purposes.

One of the letters which the eldest boy was forced to copy reads as follows:—

"Dear FATHER AND MOTHER,—

"Several days ago on our way home from school we met a cruel person, who by means of stupifying drugs kidnapped us and took us to Chinese territory. We did not know this until the next morning. We three brothers are now imprisoned here and are intolerably miserable every day. We cannot sleep quietly at night and we constantly think of your anxiety for us. For the present we can only write this letter to you praying that on receipt of it you will speedily make every endeavour to find someone to get the matter settled, so that we may be relieved from this misery and may see you again. When this letter reaches you, please on no account delay, as any delay will make us unable to meet you again. We beg you to think of your own flesh and blood and on no account to make imprudent offers of reward nor to appeal to the Government. Should anything serious unforeseen happen we shall undoubtedly be put to death, and all traces removed. The kidnappers have informed us that they will wait for you five days, but after that they will certainly bury us in the ground. This short letter does not contain all we have to say but end here with regard.—Your sons."

His worship intimated that he would send the case for trial.

Evidence was then called, and the case was remanded.

COMFORTS FOR THE TROOPS

The Union Church Ladies Working Party this week dispatched four large parcels of skirts, socks, caps and other comforts to the Rev. W. W. Beveridge for distribution amongst the Argyle and Sutherland Highlanders at the front.

The following is an extract from a letter received from Miss Miller, Highland Casualty Clearing Station, France.

"The Union Church's interesting and most useful parcels have safely arrived at last. Please thank all concerned for their share in the good work. The socks are such a great comfort. The officers were more than glad to get them, and the helmets and caps are so useful for lying down cases. The rest of the things have gone to the camp and are much appreciated by the men. The quilt was greatly needed and is in daily use. The weather has been and is still very severe, so Winter Comforts are in great demand. It is most kind of the people abroad to help us, and I am sure it would please them if they only knew what comfort they gave the men. I have asked some of the men to write and they have promised to do so, but I am sorry to say they often promise and don't perform."

THE WAR.

VERDUN.

BATTLE MORE VIOLENT THAN EVER.

BRITISH HEAVILY ATTACKED.

BIG AUSTRIAN OFFENSIVE.

SANGUINARY FIGHTING.

MISTAKES IN MESOPOTAMIA.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

VERDUN BATTLE.

MORE ENORMOUS AND VIOLENT THAN EVER.

PARIS, May 31st.
5.45 p.m.

A *communiqué* states:—The battle of Verdun is more enormous and violent than ever. There has been fierce fighting day and night between Deadman Hill and the Meuse. The Germans, after a bombardment of unprecedented violence, lasting for two days, launched repeated concentric attacks with large effectives especially eastward of Deadman Hill and around Cumieres. Everywhere our troops resisted and repulsed the enemy who suffered heavy losses.

Nevertheless, in the region southward of Caurettes Wood, we were obliged to evacuate one of our first line trenches, which was completely levelled by the bombardment. The German attacks southward of Cumieres, from both sides of the village, succeeded at the outset in rolling us back in the direction of Chattancourt, but a strong counter-attack drove the Germans to the outskirts of Cumieres. German detachments which crept along the Meuse in the fog were annihilated near Chattancourt. The Germans gained a footing in Upper Alsace, but were immediately ejected

FRENCH CAPTURE GERMAN WORKS.

SUCCESSFUL SURPRISE ATTACK.

PARIS, June 1st.
1.50 a.m.

A *communiqué* states:—On the left of the Meuse after violent bombardment with heavy guns in the region of Avocourt and Hill 304 our troops attacked and captured a strongly fortified German work on the south-western slopes of Morthomme taking 220 prisoners and seven machine-guns. A surprise attack last night on the south-eastern slopes of Morthomme resulted in the French capturing twenty-five prisoners. There has been great artillery activity on the right of the Meuse between the river and Vaux Fort.

BRITISH LINES ATTACKED.

TRENCHES TAKEN AND RETAKEN.

LONDON, June 1st.

General Sir Douglas Haig, in a *communiqué*, states that the weather yesterday was unfavourable for flying, but British aeroplanes did good work. The enemy last night bombarded our trenches at Fricourt Neuve Chapelle and Laventie. The bombardment at Neuve Chapelle was the heaviest. It lasted for eighty minutes and was followed by an infantry raid which penetrated our trenches and took some prisoners. The raiders were subsequently driven out.

Another raiding party east of Laventie failed to enter our trenches, our bombers driving them back. The enemy at night sprang a mine north of Bethune and the La Bassee road. We occupied the lip of the crater.

There has been reciprocal artillery activity to-day at various points.

[THROUGH REUTER'S AGENCY.]

GERMANS CONCENTRATING.

FOR ANOTHER GREAT OFFENSIVE.

LONDON, June 1st

The *Daily Telegraph's* correspondent at Rotterdam says that the Germans are concentrating their forces for another supreme effort at Verdun on a scale which will be unparalleled since the beginning of the battle. The Russian front is being denuded of the last possible man

It is reported that the latest reinforcements included thousands of Austrians.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN OFFENSIVE RESUMED.

SANGUINARY FIGHTING AND HEAVY LOSSES.

ROME, June 1st

The resumption of the Austrian offensive in Trentino is recorded in a *communiqué*. The enemy in the Lagarina valley east of Lake Garda, attacked repeatedly and fiercely, supported by heavy guns. They were repulsed with sanguinary losses. The fighting is the hottest near the Buole Pass, east of Ala, where the Sicilean and Parma regiments frequently left their trenches and drove back the Austrians with the bayonet.

A great battle is developing between Posina and Astico valleys, near Arsiero, where the Austrians are concentrating large forces. An intense artillery fire compelled the Italians farther east to evacuate their positions on Mount Priafora but a desperate counter-attack regained the lost trenches. However, the Italians were compelled by the violence of the bombardment to withdraw slightly on the southern slopes of the mountain. The Italians also evacuated a position on the Asiago plateau but withstood the enemy pressure on the rest of the front.

ITALIANS STUBBORNLY RESISTING.

ANXIOUSLY EXPECTING COUNTER-OFFENSIVE.

ROME, June 1st.

The Italians have evacuated the town of Asiago, but are resisting in the most stubborn manner on the lofty Asiago table-land. The inhabitants of the plains were alarmed at the approach of the Austrians, but are reassured by signs that the Austrian advance has been checked. The Italian wings are punishing the Austrians most severely, and a further enemy advance in the centre does not seem likely. The splendid Italian motor transport has saved the situation enabling great reinforcements to reach the Arsciro and Asiago plateaux in time to fill the gap made by the breaking of the first line. The most serious loss was the abandonment of the big guns on the Monte Maggio and Toncza line. The Italian troops are most enthusiastic, and are anxiously expecting the counter-offensive.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

A TURKISH OFFENSIVE.

PETROGRAD May 31st.

A *communiqué* states that in the Diarbekir region the Turks carried out an offensive from Oghnote against Kaogabazr and occupied Ganiret. A Russian counter-attack drove them out.

GENERAL.

[THROUGH REUTER'S AGENCY.]

MR. CHURCHILL AND THE ARMY.

DISCUSSION IN THE COMMONS.

LONDON, June 1st

In the House of Commons, during the debate on the vote on Lord Kitchener's salary, Mr Tennant, replying to Mr. Churchill, said that Mr. Churchill's estimate of the numbers of recruits obtainable from India was vastly exaggerated. He emphasised the difficulty of officering new units. Similar arguments applied to Mr. Churchill's suggestion regarding Africa Mr. Tennant paid a tribute to Lord Kitchener's foresight in providing great armies for a long war.

Mr. Churchill, in reply, said he did not think that the officering of native troops was so serious, and suggested that temporarily disabled soldiers might be trained for that purpose. He urged the India Office and the Colonial Office to seriously consider the matter. Taking 5,000,000 as the strength of the army, Mr. Churchill said he found nearly 2,000,000 unaccounted for. He urged an investigation into the proportion of non-fighters and fighters, and the replacing of older officers by younger. He paid a tribute to Lord Kitchener's supreme services, but said that that should not prevent an improvement in organisation.

Mr. McKenna, in reply, said that the figure 5,000,000 did not represent our military effort, but the total man power which had been withdrawn from the Empire since the beginning of the war.

Mr. Asquith, dealing with Mr. Churchill's comments, doubted whether the disproportion between the ration and rifle strength of our forces in the field was as great in our army as it was in any other, though all the supplies had to be transported by sea. Steps were being taken, however, to utilise the greater proportion in the fighting line. With regard to the disproportion between troops at home and abroad, though we had not been invaded we must always effectively provide against that. Subject to that provision, the troops in Great Britain were either sick, convalescent, forming drafts for abroad, or were new divisions which were ready, or approximately ready, to go. A substantial reduction in the staff of officers at home was being effected, notably at Salisbury, Ripon and Aldershot.

The debt the Empire owed to Lord Kitchener, he said was immeasurable. He had laboured with zeal and self-devotion, and his efforts were beyond praise. He did not assert that Lord Kitchener had made no mistakes, but the charges which had been made largely affected himself and the Government, and he (Mr. Asquith) accepted his full share of the responsibility.

The motion to reduce Lord Kitchener's salary by £100 was negatived without a division, and his salary was unanimously approved.

CONQUEST OF CAMEROONS.

NO LIGHT TASK.

LONDON, May 31st.

"The conquest of the Cameroons, comprising 306,000 square miles, defended by well-trained natives, who were plentifully supplied with machine-guns, was no light task."

This sums up General Dobell's despatches which were issued to-day. The difficulties were increased by incessant tropical rains, the absence of roads, and by dense forests. The Anglo-French co-operation was perfect. General Dobell also eulogises the work of the naval men and the West Africans. The Allied force was 9,700 Anglo-French, including Indians.

THE IRISH TROBLEM SETTLED.

LONDON, June 1st.

The *Glasgow Herald* states that a settlement of the Irish problem has been reached on the basis of a Parliament for Nationalist Ireland with Ulster, or the greater part of it, excluded.

[THROUGH REUTER'S AGENCY.]

MESOPOTAMIA MISTAKES.

SEVERE CRITICISMS BY THE "TIMES."

LONDON, June 1st.

The *Times* severely criticises the Government's Mesopotamia *dossier*, particularly for its omissions, and trusts that General Nixon will explain why he never transmitted General Townshend's views, and why he decided to disregard them. The *Times* says that serious responsibility attaches to General Sir Beauchamp Duff, who, though he may not have been acquainted with General Townshend's objections, knew the precise strength of his force, and ought to have been aware of the risks involved. The paper demands the truth regarding the repulse of General Aylmer at Essina, on March 8th, when, it declares, Kut could easily have been relieved but for unpardonable mistakes.

KEY TO MESOPOTAMIA.

BIG BATTLE DEVELOPING.

PETROGRAD, June 1st

Mosul, the ancient Nineveh, and not Bagdad is now the key to the situation in Mesopotamia. The Turkish forces which attacked the Russians at Rewanduz, 250 miles from Bagdad, proved to be troops from Kut. The Turks are apparently moving northwards in order to bar the progress of the Russians towards Mosul. Stubborn fighting is proceeding, and threatens to develop into a battle east of Mosul for the mastery of Mesopotamia.

THE IRISH REVOLT.

WHAT MR. BIRRELL THOUGHT

LONDON, May 31st.

At a sitting of the Irish Commission a letter was read from Field-Marshal French stating that early in February Mr. Birrell opined that he did not fear a popular outbreak, but something more in the nature of dynamite outrages.

The Commission has adjourned indefinitely.

AMERICA STRENGTHENING HER FORCES.

LARGE SUPPLY OF SUBMARINES.

WASHINGTON, June 1st.

The House of Representatives, which on Tuesday increased the number of submarine authorized in the Naval Bill from twenty to fifty, have again amended the measure increasing the aviation appropriation from $2,000,000 to $3,500,000. They have also authorised the expenditure of $11,000,000 for the establishment of a plant for the Government for the manufacture of armour plate.

ATTACK ON MR. ROOSEVELT.

HYPHENATED AMERICANS DENOUNCED.

NEW YORK, June 1st.

During the Memorial Day parade a Kansas City, an open knife was thrown at Mr. Roosevelt, the weapon striking his motor-car.

Afterwards, in a speech, Mr. Roosevelt advocated universal military service, and denounced the hyphenated Americans.

FIGHTING IN AFRICA.

LONDON, May 31st.

General Smuts has made a further advance down the Pangani river. He found the enemy strongly entrenched at Nikocheni, a narrow neck between the mountains and the river.

Mr. Bonar Law has telegraphed hearty congratulations to General Northey and his troops on their capture of Neulangburg.

GREECE AND BULGARIA.

ATHENS, June 1st.

The Bulgarian Minister has protested against the action of the Greek frontier guards in firing on the Bulgarians when the latter occupied Fort Rupel. The Premier has refused to consider the protest.

A FRENCH SUCCESS.

SALONIKA June 1st

The French have occupied the village of Peroj, north-west of Lake Doiran.

[THROUGH REUTER'S AGENCY.]

MESSAGE FROM SHACKLETON.

SAFE AT PORT STANLEY.

LONDON, June 1st.

The *Daily Chronicle* has received a despatch from Sir Ernest Shackleton, which was sent from Port Stanley on May 31st. This says.—"*Endurance* crushed in the middle of the Wedell Sea on October 27th, 1915. We drifted for 702 miles in the ice until April 9th. We landed at Elephant Island on April 16 h. I left on April 24th, leaving twenty-two men in a hole in the ice cliffs, and proceeded for help towards South Georgia with five men in a twenty-two foot boat. When I left the island all the men were well but they are in urgent need of rescue."

LATER.

Shackleton's cablegram states that he has arrived at Port Stanley.

LONDON, May 31st.

In the House of Commons, Mr. Asquith said that an Admiralty Committee were dealing with the Shackleton relief expedition, for which Parliament would shortly be asked to provide funds.

GERMANY AND PEACE.

STATEMENT BY MR. ASQUITH

LONDON, May 31st

In the House of Commons at question time Mr. Asquith said there was nothing in the German Note to the United States on May 7th to indicate that Germany was prepared to consider terms of peace, or terms which would safeguard the interests of the Allies and the future peace of Europe.

SITUATION IN CHINA.

EIGHT PROVINCES IN REVOLT.

SHANGHAI, June 1st

The Province of Hunan has declared its independence, and there are now eight Provinces in revolt, while Shantung is practically in the hands of the rebels.

Foreigners generally are of the opinion that the forced abdication of Yuan Shih-kai is the only solution of the deadlock.

WHIT-MONDAY HOLIDAYS POSTPONED.

LONDON, May 31st.

In the House of Commons, Mr. Asquith said that in view of urgent munition requirements, it was proposed by a Proclamation to postpone the Whit-Monday bank holiday till August 8th. The bankers were agreeable to this. (Cheers.)

AN ECONOMIC CONFERENCE.

LONDON, May 31st.

In the House of Commons, Mr. Pretyman announced that an economic conference would be held in Paris on the 14th inst.

CARRANZA SENDS NOTE TO AMERICA.

WASHINGTON, June 1st.

The State Department has received a fresh Note from Carranza asking for an explanation of the continued presence of American troops in Mexico, and demanding their withdrawal.

REPORTED POISONING OF CHINA'S PRESIDENT DENIED.

PEKING June 1st

The report of the poisoning of Yuan Shih-kai is absolutely untrue.

CHINESE TELEGRAMS.

[FROM THE "CHUNG NGOI SAN PO."]

RELIEVING FINANCIAL STRAIN.

The Peking Chamber of Commerce has raised a sum of $2,000,000 for the purpose of establishing a market to relieve the Bank of China and the Bank of Communications.

Tientsin has established a similar market.

Lieut. Hobart W. T. R. Seymour, R.N. (killed on April 27th in H.M.'s ship *Russell*) was 29 years of age, and the only son of the late the Rev. Edward Seymour, Canon of Christ Church Cathedral, Dublin, and of Mrs. Seymour, of Biarritz. Lieut. Seymour entered the *Britannia* in 1900, and at the time of his death had seven years seniority as lieutenant. He served in China, and was in command of torpedo boat 038 on the West river. When war broke out he was appointed to the *Miranda* on commissioning, and in March of last year to the *Russell*.

FIGHT WITH A FOKKER.

THRILLING ADVENTURE OF FRENCH AIRMEN.

News has reached Paris from the Verdun region of a heroic adventure, in which an aeroplane pilot and observer were involved. The two men met with a Fokker in the air, and while they were chasing it a second Fokker came up behind, and it was not until they heard the sound of its motor that they knew it was near. The existence of the second enemy machine had hardly been recognized before the pilot fell over his controls wounded. The machine started dropping like a dead leaf, and fell from 6,000ft. to 2,500ft.

Meanwhile the observer was reloading the machine-gun, wondering all the time what was going to happen unless the pilot regained his senses. The Fokker, believing the French machine to be entirely out of action, followed it down, but, when still 2,5000ft. up, the French pilot came to, and the observer, taking advantage of the Fokker coming into range fired his machine-gun off point blank. It was the Fokker's turn to fall and a puff of smoke from the petrol tank showed that all was up. The French machine had a rather difficult landing, but help was at once forthcoming. The special correspondent of the *Matin*, in describing the episode, writes that neither man could leave the aeroplane unaided. One had three bullets in his body and the other two, but they made light of their wounds in view of the success they had achieved.

What is considered here to be a record flight is the one recently made by a French aviator from Salonika to Sofia. The distance was three hundred miles, and the flight was accomplished alone by night. Despite difficulties in finding the way, the airman succeeded in getting through unhurt, though his journey involved passing over the enemy's air fleet both on his way to Sofia and on his return. The hero of this exploit is a well-known pilot, who in times of peace gained several prizes.

THE FRENCH MOTOR TRANSPORT.

Mr. H. Warner Allen, the representative of the British Press with the French Army, writes:—

Motor transport is essentially an emergency service. It renders, of course, invaluable service in the daily round of trench warfare, but it is only when the emergency comes that its enormous importance can be fully realized. What it can do in such circumstances has been shown at Verdun. As soon as an additional strain is placed on any of the transport service, it is to the automobiles that the High Command turns immediately, and the supplementary assistance given to the railways may have incalculable effects on the issue of the battle.

It is no small business to keep in order the motor-cars of an army. This department needs some six thousand men, and it is organized in such a way as to be as self-supporting as possible. Thus the motor repair depôts have their own clothing departments and postal arrangements. They have their own cobblers and their own special transport to bring up material. The principle on which they are worked is that of a large commercial establishment. To direct them the French have chosen men who are accustomed to controlling and managing important firms, and everything is organized on a strictly commercial basis.

The chauffeurs attached to the Army are carefully tested, and if they appear in any way unequal to their task they are promptly sent to go through a course in a driving school attached to the parc d'automobile. Here they are thoroughly taught their business, and if they continue to show insufficient aptitude are sent away to perform other military duties. The automobile repair depôts behind the firing line are as a rule more or less permanent installations They have repair outfit cars attached to them, which can be sent out to any point, but as a rule it has been found better to do all the work possible well in the rear, where there are plenty of machine tools at the workman's disposal and where the possibility of a sudden move has not always to be considered.

FAR EASTERN MEN AND THE WAR.

Lieut. Elvin Alfred Scott, R.G.A., who was killed on April 8th, was the eldest son of Mr. and Mrs. John Scott, now of Balham, S.W. He was educated at King's College School, Wimbledon, afterwards passing through the School of Practical Engineering at the Crystal Palace. On leaving there he acted as Assistant Engineer on Railway Survey in Portuguese East Africa, and afterwards in the same capacity in China, where he was at the outbreak of the war. Soon after returning to England in October, 1914, he obtained a temporary commission as second lieutenant in the R.G.A., and in February, 1915, left for the front. In September, 1915, he was promoted lieutenant, and was awarded the Military Cross for an act performed on March 14th, 1916. His younger brother, Second Lieutenant W. E. Scott, was killed in May, 1915, in Flanders.

Rear-Admiral Sydney Robert Fremantle, M.V.O., who was saved on the occasion of the loss of his flagship, the *Russell*, is the eldest son of Admiral the Hon. Sir Edmund Fremantle. He was born in 1867, entered the Navy as a cadet in 1882, and attained flag-rank in December, 1913. He has had a brilliant career, and is the only living instance of an admiral who has a father living who is also an admiral. Sir Edmund Fremantle, it will be recalled, was Commander-in-Chief in China during the war with Japan, and bears the title of "Rear-Admiral of the United Kingdom." He is a member of the Japan and China Societies, and has kept up his interest in the Far East. The Fremantles are one of our hereditary naval families, and the great-uncle of Admiral Sydney Fremantle was one of Nelson's captains at Trafalgar.

5% Exchequer Bonds.

To the Directors of Business Firms.

"A Directorship never carried such a privilege as this—to help the Country in its hour of need."

THE WAR will be won by MAN POWER and MONEY POWER. Business firms have helped toward furnishing man power by liberating their staff and workman to fight and by assisting their dependents.

They are now asked to help to give their country MONEY POWER.

Companies have reserve funds which they will want for extension of business after the War. The Government asks them to lend their country that money to-day to carry on the War.

THE MORE MONEY THE GOVERNMENT GETS THE QUICKER THE WAR WILL BE FORCED TO A SUCCESSFUL ISSUE.

The Government asks the money for five years and offers 5 per cent. interest. The security is the Consolidated Fund of the United Kingdom.

On the 1st December, 1920, all the money lent will be repaid in full. There will be no depreciation to write off in the Company's balance sheet. The 5-year Exchequer Bonds at 5 per cent. are the safest investment for reserve funds. These Bonds carry a high rate of interest; they can always be turned into cash, and the full return of the money is guaranteed at a given date.

A Directorship never carried such a privilege as this—to help the country in its hour of need.

Will Directors call a special Directors' Meeting, so as to make the investment with the least possible delay?

"THE TIMES" says:

"NO ADVERTISEMENT CAN EXAGGERATE THE EXCELLENCE OF THE FIVE PER CENT. EXCHEQUER BONDS, REDEEMABLE AT PAR IN 1920, EITHER AS AN ABSOLUTELY SAFE SECURITY FOR CAPITAL, OR AS A DIVIDEND-PAYING INVESTMENT."

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THE PACT OF KONOPISHT.

A SINISTER LIGHT ON THE SARAJEVO MURDERS.

FOUL PLAY BY THE VIENNA COURT?

When the German Emperor heard of the assassination of the Archduke Francis Ferdinand at Sarajevo on June 28th, 1914, he exclaimed, "Now I shall have to begin all over again." Those who heard him were a little mystified. What had he to begin all over again and why? An answer to the question is provided by a remarkable article in the February issue of the *Nineteenth Century* by Mr. Henry Wickam Steed, for ten years Vienna correspondent and now foreign editor of *The Times*. The author does not allege that the story which he reproduces is proved up to the hilt, but from his intimate knowledge of Austrian affairs he surrounds it with a mass of circumstantial evidence which makes it appear extremely likely. The resulting light thrown on the inner workings of European politics and the immediate cause of the present war is extraordinary.

WHAT CAME OF A GARDEN.

On June 12th, 1914, the German Emperor and Admiral von Tirpitz paid a visit to the late Archduke at his castle of Konopisht in Bohemia. The Archduke was an enthusiastic gardener, and the reason for the visit was semi-officially declared to be the German Emperor's wish to see the Konopisht garden in full bloom. The "*Neue Freie Presse*" of Vienna, scenting something unusual, expressed the hope that "the roses of the garden of Konopisht will not on some future day be made into a bouquet of taxes." Its guess was not very far from the mark, for what was "put through" was an agreement whereby the ancient kingdom of Poland with Lithuania and the Ukraine was to be reconstituted—the Poland of the Jagellons, stretching from the Baltic to the Black Sea. This was to be the inheritance of Francis Ferdinand and, after his death, of his eldest son; while for his younger son was reserved, under his father's direction, a realm including Bohemia, Hungary, most of the Southern Slav lands of Austria together with Servia, the Slav coast of the Eastern Adriatic and Salonika. The German Emperor on his side was to be allowed to bring German Austria, with Trieste, under the Archduke Charles Francis Joseph, Francis Ferdinand's nephew, into the German Empire. In other words, the Heir-Presumptive to the Hapsburg Throne, in return for the acquisition of vaster realms elsewhere, acquiesced in the practical absorption of the Austrian Erblander, the hereditary Hapsburg provinces, into the German Empire, the effect of which would be to reduce the Hapsburgs to the position of Wittelsbachs and Wettins.

THE MORGANATIC MARRIAGE.

The details of this agreement were supplied to Mr. Steed by a correspondent for whose position and antecedents he has the highest esteem and the circumstantial evidence in support of it begins with the marriage on July 1st, 1900, of the Archduke Francis Ferdinand to Countess Sophie Chotek, a member of an ancient Bohemian family who had been lady-in-waiting to a member of the royal family. The marriage came about in this way. For a long time the Archduke had shown no inclination to marry at all. Then suddenly it began to be rumoured in Vienna Society that he was paying attention to the Archduchess Marie Christine. He was a frequent visitor at the castles of her father and gossip made very sure of what he was about. In point of fact, however, gossip was wrong. The real recipient of the Archduke's attentions was the lady-in-waiting mentioned above.

When this was discovered—especially when Archduchess Marie Christine discovered it—there was trouble, so much trouble indeed, that the lady-in-waiting was dismissed from her post and withdrew in shame and tears to a convent. For a man of the Archduke's temperament that was quite enough. Whether he had been in earnest or not in paying the Countess attention he might, up to that moment, have found it difficult to say, but her dismissal turned jest—if it was jest—into deadly earnest. He determined to marry her forthwith.

FAMILY DISSENSIONS.

Now the Hapsburg family consists of some eighty Archdukes and Archduchesses, more or less directly related to the Emperor as Head of the House and all subject to his jurisdiction under the family law, of which he is the supreme custodian. The character and tendencies of the prospective Head of the House are, therefore, matters of the keenest solicitude to the other members of the family, the most powerful of whom have frequently combined to bring pressure upon the Emperor in order to promote desirable or to prevent undesirable decisions. The leading members of the family were against this marriage and so was the Emperor Francis Joseph. Yet the Archduke persisted in his unpopular determination. Many wrangles took place; there were entreaties and arguments on one side; strong refusals on the other, and finally the Emperor gave his consent on condition that the Archduke declared his marriage morganatic, "to be considered as such for now and all time," and took a solemn oath that his descendants should never consider themselves entitled to succeed to the throne. Francis Ferdinand stuck to his guns, took the oath (which was eventually registered by the Austrian Parliament and enacted as a statute by the Parliament of Hungary) and married the Countess.

It will be remembered that his last words when he was assassinated at Sarajevo were "Sophie, live for our children." There were three, Sophie, born in July, 1901, Maximilian, born in September, 1902, and Ernest, born in May 1904. With their arrival Francis Ferdinand began to regret the oath which he had sworn. He resented, too, the perpetual indignities to which his wife was subjected, the constant snubs which all the ladies of the household seemed to take pleasure in inflicting on her. So he became importunate, tried again and again to get the Emperor to abrogate, or at all events to modify the oath, and endeavoured to induce him to confer on his wife some appropriate title. The Emperor gave way so far as to create her "Serene Highness" in June, 1905, and Duchess, with the style of "Highness" in October, 1909. Further than this, however, he would not go and meanwhile there were constant family "tiffs," constant occasions of unpleasantness.

THE KAISER'S CHANCE.

From Berlin Emperor William watched all this with keen interest. He had always dreamed extending the German Empire to the Adriatic and of bringing the German provinces of Austria into the German Imperial Confederation and he saw that of the Archduke and his wife he might make splendid use. Accordingly, he spared no pains on all possible occasions to make himself exceedingly agreeable to the injured Duchess and in November, 1908, succeeded in making a friend of her husband also. In November of that year he invited himself to Francis Ferdinand's shooting-box at Eckartsau on the Danube and managed entirely to captivate his host, who up to that time had been more than a little hostile to him. The family quarrels went on, developing a fierce hatred on either side, and the bonds between the Archduke and the German Emperor were drawn closer and closer. Matters reached a crisis in January, 1911, when things came to such a pass that the Heir Presumptive and his wife ostentatiously stayed away from the Court ball, whereupon, on the following day, the *Reichspost*, a journal always regarded as the personal organ of Francis Ferdinand, came out with the following paragraph:—

"We are not acquainted with the reasons for the absence of the exalted couple, but we should find it comprehensible if the position assigned to the Consort of the Heir-Apparent by the present Court ceremonial should have been thought unnecessarily painful. According to this ceremonial, the wife of the Heir-Apparent is preceded not only by the married ladies of the Imperial House, but even by the youngest Princesses, and we still remember the disagreeable scene at the Court ball two years ago, when the members of the Imperial House appeared in the ball-room, each Imperial Prince with a lady on his arm according to rank, whereas the wife of the Heir to the Throne was obliged to enter the room last, alone, without escort. As several young Archduchesses appeared this year at the Court Ball for the first time, the rigours of the ceremonial hitherto observed would, perhaps, have been even more conspicuous. It would be very intelligible if the Duchess Sophie of Hohenberg should have wished to avoid a painful situation, if only out of regard for her exalted husband."

Publicity having thus been given to the dissensions in the Imperial family, the Archduke determined to make an attempt to get his wife the rank of Archduchess, which, according to the Pragmatic Sanction of 1722-3, would have entitled her children to succeed to the Hungarian Throne and, inasmuch as her husband would have been Emperor of Austria, to the throne of Austria also. The Emperor Francis Joseph's only reply to this was suddenly to promote a marriage between the second Heir Presumptive, the Archduke Charles Francis, and the Princess Zita of Bourbon-Parma. The birth of a son to them, in November, 1912, settled the succession question beyond possibility of change. Archduke Francis Ferdinand's children (of whom he was passionately fond) were barred out finally and irretrievably.

SUSPICIOUS FACTS.

The German Emperor's opportunity had now arrived, though he bided his time for the appropriate moment. It came in June, 1914, and the pact of Konopisht was entered into. The Archduke's assassination took place sixteen days later in circumstances which go to show that the Emperor Francis Joseph and the rest of the family were fully aware it was going to take place. These circumstances are as follows:—

(*a*) The visit to Sarajevo was paid on Sunday, June 28th. The Sarajevo police, whose efficiency according to Mr. Steed is proverbial, received orders from the military authorities to make no special arrangements for the Archduke's protection, inasmuch as the organization of the visit would be in military hands. Now, when the Emperor Francis Joseph visited Sarajevo in June, 1910, the number of police available exceeded 1,000, and probably double that number of secret agents were employed. When the Archduke went there not only were the police warned off, but no escort or protection was, in point of fact, provided by the military authorities, nor, after the first attempt to assassinate him had been made (it will be remembered that there were two) were any measures taken for his protection.

(*b*) Neither General Potiorek, who was seated in the Archduke's car and who escaped injury, nor any military or civil dignity was punished for failure to protect the visitor.

(*c*) On the morrow of the assassination Archbishop Stadler, the Head of the Catholic Croat community in Sarajevo, declared that "the crime was a consequence of historical developments" and that "it must have taken place sooner or later."

(*d*) As soon as the news of the assassination reached Vienna an imperial commission was despatched from Vienna to Konopisht to seize all the Archduke's papers.

(*e*) The funeral ceremonies were almost indecently inadequate, and while wreaths were presented by the foreign ambassadors, none were sent by the Emperor Francis Joseph, by the Archduke's sister or by any member of the Austro-Hungarian Imperial family. Inasmuch as the Archduke had been the acting head of the Army and Navy, it was presumed that he would be buried with full military honours. No arrangements were made to this effect until the last moment, when, in consequence of a protest from the Austrian and Hungarian aristocracy, the Emperor issued, on Friday, July 3rd, an order that the troops of the Vienna garrison should line the streets. Some 150 members of the aristocracy, for whose presence at the funeral no provision had been made, assembled in full uniforms near the Hofburg and, in sign of protest, entered the funeral procession and followed the bodies from the Hofburg to the Western railway station. It was only at the railway station that the procession was met by the Archduke Charles Francis Joseph and some other Archdukes.

(*Continued on next Column.*)

THE KAISER'S CHANCE.

Taken together it will, we think, be admitted that these circumstances provide good reason for thinking that the death of the Archduke, if not actually ordered, was at all events connived at by the members of the Imperial family. The consequence, as we all know, was the ultimatum to Servia and the pressure brought to bear by the German Emperor to make its terms such as were bound, if Servia refused to back down, to result in war. For the German Emperor was ready, as the pact of Konopisht shows, to provoke a war; he believed that he would have only France and Russia to deal with and that he was strong enough to defeat them. Though his tool the Archduke was dead, he felt sure that he could get from Austria some, if not all, for which he had schemed. Fate had defeated him in one direction, but had played into his hands in another.

KING ALFONSO'S WAR WORK

A MISSING AND WOUNDED BUREAU.

[BY AN ENGLISHWOMAN IN MADRID.]

The Royal Palace of Madrid has been the scene of many strange events in the course of its chequered history, and to-day something is happening there which may not, indeed, arrest the attention of the historian, but which will leave a lasting impression in many a home throughout the length and breath of Europe.

One day, a year or so ago, a despairing mother wrote to King Alfonso imploring his help to find her missing soldier son. The King made inquiries through his Ambassador in Berlin, and the missing son was found. The good deed could not be hid, and letters began to arrive from all the belligerent nations and in many languages imploring his Majesty's aid in some sorrowful quest. The King, with his habitual generosity, undertook the work of mercy with a right good will and no small success, and the flood of correspondence greatly increased.

In the north-east corner of the Palace, under the direction of Don Emilio de Torres, the King's private secretary, an office has been organized which, from small beginnings, is ever assuming larger proportions. Spain is charged with the interests of all the Allied nations except England both in Berlin and Vienna, and with the interests of Austria in Rome. The task, therefore, which the King has undertaken was sure to prove a heavy one.

No two letters are alike. The petition may refer to some officer or soldier of one of the Allied Armies last heard of on any field of battle from Flanders to the Bukovina; from the Baltic to Mesopotamia; to a missing family in the occupied provinces of France or Belgium; to a wounded soldier to be released, or a condemned civilian to be reprieved. It may ask for news of a long lost child or petition for a marriage by proxy; it may be signed by the greatest lady in the land or by the humblest cottager; all receive equal attention.

Each letter is docketed, indexed, and filed according to the subject matter and the country of origin, and acknowledged by return of post. The request is then forwarded with full particulars to Señor Polo de Bernabé, the Spanish Ambassador in Berlin, or to Señor Castro de Casalez in Vienna, and through them to the German or Austrian Governments. The reply, as soon as received, is conveyed in a tactfully worded letter to the inquirer, often anticipated by a telegram if the news is good and accompanied if bad by an expression of the King's personal condolence; and in this case the bad news is conveyed through the priest or the mayor of the parish, so that it may be broken gently and opportunely.

KING AND QUEEN'S PERSONAL TASK.

Some idea of the extent of the work may be gathered from the fact that nearly 200,000 letters have already been dealt with from France alone, while the postal and telegraphic expense are said to have amounted in two months to about £600. A staff of 20 is employed on the work at the Palace, and willing help is afforded by one or two privileged ladies at home and by the sisters of the Convent of Santa Isabel. There is no lack of volunteers, but their Majesties regard this task as personal to themselves and prefer to keep it in their own hands.

As English interests in Berlin are in the hands of the American Ambassador, etiquette requires that inquiries relating to British subjects should be made through him alone, but, whether owing to a misunderstanding or to the strong attraction exercised by the chivalrous character of the King of Spain upon all those in distress, letters soon began to arrive from England also. When it was suggested that his Majesty might well be excused from accepting this additional burden he replied "Not at all, I am Colonel of a British regiment; they are all my comrades in arms. I shall do what I can for them." And so he does, the inquiry being forwarded in each case through the kind offices of the American Ambassador in Berlin.

The King's work of mercy does not end here. To the Spanish Ambassador in Berlin are attached six officers of the Army Medical Service, whose business it is to inspect all prisoners' camps throughout Germany and to inquire into and report upon all complaints. It is pleasant to record that his Majesty's efforts in this direction, as in others, are received with increasing respect and attention both in Vienna and in Berlin.

The labour entailed by this delicate and complicated task is both arduous and exacting, but no work in Madrid is more eagerly or conscientiously performed. The care which Señor de Torres has bestowed upon the minutest details of the organization, the great tact with which he has chosen the form of words to be employed in each individual case, proclaim at every stage that this is truly a labour of love, and the King's personal attention and the gentle influence of Queen Victoria are apparent at every stage of the operations. Thus closely the quiet Palace at Madrid is brought in contact with the all-devastating war. Noble is the task and great is the reward, for blessings are showered daily upon their Majesties' heads from every region of the earth.

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RUMANIA'S PRO-ALLY CONVICTIONS.

POPULAR DEMAND FOR WAR AGAINST GERMANY.

The *New York World* has received the following interesting interview with M. Take Jonescu, the famous Rumanian statesman, by its special correspondent in Bucharest:—

Up to the present neither the King nor the Government has uttered a definite word regarding their attitude towards this world-wide war. All that they declare is that they are "neutral." Not a word more.

There remains only one man in Rumania who can speak, and speak authoritatively, about the present position of Rumania, and as to the steps to be taken in the future, and that man is M. Take Jonescu. Many times Minister of the Interior and Minister for Foreign Affairs, the leader of the Conservative Democratic party, M. Jonescu is no doubt the most popular man in this country.

"Our nation is aware," said M. Jonescu, "that the fate of Rumania will be decided, no matter whether she takes an active part in this war or not. The nation knows perfectly well that her supreme interests lie in the victory of the *Entente* Powers.

RUMANIA SEEKS UNITY.

"Rumania, like any other race, wants to be united; that is, her aim is to liberate the millions of Rumanians who are subjected to Hungarian tyranny. Can this be achieved without the final defeat of Austria-Hungary? Even then, her national aspirations are not realized unless she takes part in the war and wins her rights by the shedding of her own blood.

"Our people are also aware that if the Central Powers should be victorious, which, in my opinion, is absolutely impossible, the Rumanians in Hungary would be more oppressed in the future even than they have been in the past. In that case they would renounce their allegiance to the nationhood of Rumania and be lost to Rumania. Moreover, we would be left to the tender mercies of the Hungarians and Bulgarians, who would fall on us and crush first our economic life and then our political independence.

"In a word, a German victory would mean the permanent humiliation of Rumania. Our people in general are democratic and want to live under free institutions; but, if Germany should win, that would mean the triumph of reaction and the destruction of political freedom throughout Europe, and more especially in South-Eastern Europe.

"The nation wished to see Rumania taking the side of the *Entente* Powers long ago; there were meetings, agitations and demonstrations against the Government. At present, however, a great calm exists. This is because everybody has made up his mind, and the people are awaiting the very first opportunity of entering the war.

CANNOT SIDE WITH GERMANY.

"The Government constantly aver that they are 'neutral'—nothing more. But they know perfectly well that nobody—will be able to bring Rumania on the side of the Teutonic Powers.

"Sooner or later, therefore, the Government will have to yield to the national will and take their stand alongside of England, France, Italy, Russia, and the others. And if Rumania is provided with munitions as amply as Russia is provided by the Allies, she could stand a long war.

"As regards the King, he is a constitutional monarch, and, therefore, he has neither the right nor the desire to impose his will upon the people in order to follow a personal policy. His Majesty has stated most emphatically that he is just as good a Rumanian as any of us, notwithstanding his German origin, and we have no reason whatever to doubt his Royal word of honour.

TEUTON SWAY INTOLERABLE.

"The people have been much amused at a remark that I made recently. I said, 'I would rather be a waiter in Chicago than be the head of the Government here if the Germans and Austrians were to become our masters.' German predominance would mean voluntary exile to America.

"This exile, however, would not be for long, because the Germans' victory would mean a war with the United States within a period of seven years.

"Happily, however such a calamity as the victory of the Germans will never happen. The Germans will never win—it is an impossibility. Unfortunately we shall have to register the loss of many more millions of lives, a terrible amount of destruction, and more crimes like those of Belgium, Serbia, and the still worse one of Armenia—a nightmare without precedent in the whole of history—but mankind in the twentieth century will never submit to be the slaves of the German Emperor and his military clique.

"I have a great faith in the final triumph of moral ideas. Never in history have such undertakings as those of the Germans in the present war been successful. If I have striven and am still striving to bring the army of my country on the side of the *Entente* Powers, it is not because I imagine that they cannot succeed without us. By no means, but because I feel that it is the duty of all civilized nations to take a share in this conflict, whether materially interested or not."

MARGHILOMAN "A TRAITOR."

I then asked M. Take Jonescu regarding the agitation of a faction of the Conservative party, led by M. Marghiloman, who are endeavouring to force the Government to go against Russia, with the object of conquering Bessarabia.

M. Jonescu said: "At the meeting held under the presidency of the King the first question was our treaty with Austria and Germany. It was then decided that the treaty put on us no obligation of any kind other than that of neutrality.

"However, nobody is bound to the decisions of a meeting of ten men whoever they may be, as there is no such law in our constitution. The will of the nation rules here. The Marghiloman agitation has no significance at all.

"It is enough to state, that, at the 'Action National' meeting, in which all the Opposition parties as well as some of the Liberals were participants, they termed M. Marghiloman a 'traitor.'

(*Continued on next Column.*)

"VIVE LA FRANCE!"

THE SPIRIT THAT SHALL NOT DIE.

The special correspondent of *The Times* writes:—

There is a little town within our lines which has been less written about than some famous places. It was once occupied by the Germans and then by the French; and now it is more utterly a ruin, more complete a wilderness of tumbled bricks, than any place that I have seen. There is nothing approaching an entire house in all the town; nothing, that is to say, with four walls and a roof. Not many walls stand more than 6ft. or 8ft. high, mere ragged waste-ends of masonry, and they enclose nothing but heaped dust and rubbish and expanse of broken bricks.

Stand where you will, and look where you will, nothing meets the eye but the same vista of ruin, of jagged stumps of walls, and a litter in which nothing is whole or unbroken. Out of the endless piles of dust and pulverized bricks protrude dreadful writhing bits of twisted iron, fragments of wood, the former usage of which is unidentifiable, parts of barrels, old hoops, buckets without bottoms, broken bottles, all the "odds and ends of ravage" of shattered households and camp equipment. Here and there amid the desolation you come to an old black notice boards, painted in white lettering, with the words "40 Hommes," from which you gather that once upon a time, when the French were here, the particular quadrangle of rubbish between these bits of wall was really a building in which 40 men could find some sort of accommodation. Now and again the enemy throws one or two shells into the place, but all that his largest howitzer does is to pound a little of the broken brick into smaller pieces.

MEMORIES OF PAST DAYS.

Some of the deserted burrows in this ruined warren have signs at the entrance to the holes: "The Olde Red Lamp," "The Dead Cow Farm," and so forth. And there is a battered pump on which some thoughtful person has hung a placard, "Water not fit for Drinking." One can well believe it. There are old French legends also: "A mon Amour," "Au Chien Vert," and, most pathetic of all, on the largest remaining piece of unbroken wall, in tall white letters, stand triumphantly three words: "Vive la France!" It is curiously symbolical of the spirit of the French to-day. Dead beyond any apparent hope of resurrection is the little town. But if every town in France was similiarly in ruins, her spirit would not die. These places of bricks and mortar are only her garments. Let the enemy tear and shred them as he will. France herself still lives and will live: *Fluctuat nec mergitur.*

Just now Spring is at hand. Here and there about the little town are forlorn stubbed scraps of hedgerows—just a few branches clinging precariously to the side of a heap of rubbish—and, battered though they are, the twigs are breaking into leaf. In what was formerly a garden, raspberry canes are shooting up, and a plum tree, one-half of which has been shot away, still blossoms bravely on its remaining limb. Beside what must once have been a trim and pretty cottage, an indistinguishable pile of wreckage now, a great clump of young Sweet Williams struggles over half a yard of brick-dust.

These are all the evidences that remain of the happy life that went on here only two Springs ago, when the little town was as bright with flowers as any in France, when the women worked in the gardens, tending the raspberries and Sweet Williams, and the children played in the streets where no child's feet have picked their way among the battered bricks for nearly two years. As the sun comes out, while the guns go on booming, a lark rises into the shell-torn air, singing with all its strength. It surely is a true French lark; and it is defying the Germans, calling to them that the spirit of France is still unconquerable.

BATTLEFIELD SOUVENIRS.

From the town a dreadful pathway leads across a few acres of blasted grassland to where, near the scarred hillside, run the trenches. There is not a rod of the grass that is not pitted with shell holes, some old and some so recent that they were made since last night's rain. Everywhere among the loose earth of the shell holes and scattered about the grass, lying there or half-embedded, are bits of every kind of projectile that this war has seen, from unexploded hand-grenades to splinters of great 12in. shells. There is no shopkeeper in London who could not gather here "souvenirs" enough to fill his windows in 15 minutes. One souvenir only I brought away with me—the little holy charm, with its cross and sacred characters, which some young German's mother or sweet-heart had hung around his neck, in all probability, when he left for the war, to shield him from harm. It lay among a litter of splintered rifle stock and torn equipment.

Across this dreadful field of blood you pick your way, avoiding the shell holes, and being careful not to tread on anything that looks as if it had not exploded, till you enter the communication trench.

Looking backwards on the way that you have come, you see the little town lying below. The lark—or another—is still singing bravely, and in the sunlight the poor, spread heap of ruins looks even more desolate than from close at hand. No acre of sand in Sahara could be more utterly desert and forlorn than this red waste of brick, which was once a town, strewed and battered upon the face of the earth. It is the very abomination of desolation; the epitome of all that war means. Yet, whether it is by reason of the lark or of that "Vive la France!" blazing wall, one comes away from it not depressed, but with new confidence.

SHIPPING RIVALRY AFTER THE WAR.

SIR W. RUNCIMAN, M.P., ON COMING STRUGGLE.

Sir Walter Runciman, M.P., Chairman of the famous Moor line, in a special interview, discussed the question of the German mercantile marine and the position it would occupy as compared with the British after the war. "There is no doubt," declared Sir Walter, "that we are winning this great war, and when we have won, then we shall see to it that Germany is no longer a menace from a naval, military, or commercial point of view. But when the Allies have proved triumphant, serious discussion must arise in regard to various mercantile fleets.

"All the talk at the present time takes the form of much that is almost ludicrous, even though spoken by so-called 'expert critics.' At the same time there are hundreds of people—not only those who are persistently denouncing shipowners for the 'gigantic' profits that are being made out of the war, but others who are much less positive in their views—who continue to display considerable apprehension concerning the future trading capacity of the German nation.

"There is no need for any serious regard to be paid to the strength of the German mercantile fleet. No doubt Germany, always with an eye to the future, is now adding to the number of her merchant vessels which have been laid up since the outbreak of war. As for the recovery of trade and sea prestige already lost, it is a vain ambition.

GERMANY'S IDLE SHIPPING.

"How much idle merchant tonnage Germany has is a matter of conjecture, just as is the number of new merchant vessels now in course of construction. Much or little, the issue will be disappointing to the Germans. They can never become one of the leading mercantile Powers. Commercially they must in that respect be kept in the back-ground, where they have been forced by the British Navy.

"All their endeavours to revive trade and re-establish their mercantile service will be futile. Germany, no doubt, is preparing energetically at the present moment for the securing of sea service. She is preparing to make a dash and a rush into the world's markets at the earliest possible moment after peace is concluded, but her present affliction will continue to hamper and cripple all her resources.

"What is really giving concern to British shipowners," continued Sir Walter, "is that the neutral countries are reaping such a harvest just now, that the force of their competitive power will be felt in the days to come. Here are still good grounds for anxiety as to Britain's mercantile supremacy. The British owners have been, and still are being, soundly abused because they are reputed to be making 'piles of money' out of the war. It is the neutrals, not so much the British, who are having 'the time of their life,' and Britain may suffer in consequence.

HIGHER FREIGHTS.

"The neutrals are receiving higher freights, and, moreover, have the advantage of being able to trade in the open markets. Ship for ship their freights are often many shillings above that of the British shippers. Again, these neutrals—except in Denmark, where there exists a tax of 25 per cent. on freights—are being allowed to retain the whole of their profits, whereas British shipowners have to pay an income tax of 3s. 6d. in the pound and 50 per cent. of war-time profits.

Out of every £100 made the Government's share is £67 to £70. Other advantages are accruing to neutral countries. There the shipowners are able to earn these great untaxed profits by trading with their whole fleet, whilst the British, owing to Admiralty requirements, have something like 30 to 40 per cent. free for market rates.

"Under these handicaps the British shipowners are having to compete against neutrals who may in the future be as serious and keen in their mercantile rivalry as were the Germans in the past. Britain and her Allies are, however, so dependent upon neutral tonnage that any relief is apparently impossible. It is, therefore, from the neutrals that future rivalry will emanate, because of the foregoing privileges in freights and trading facilities. These privileges can scarcely be cancelled, I fear; they are inherent to no little extent in a state of war.

"Only a year or two ago it was estimated by the then First Lord of the Admiralty that there was, roughly speaking, only just sufficient tonnage to carry on the trade of the world. A considerable part of that tonnage—some 2,000 vessels—has been withdrawn for Admiralty requirements, and a large quantity interned and sunk. There is inevitably a considerable shortage. In order to cope with the nation's food demand, neutrals had to be given access. Every British vessel withdrawn for war purposes could only have one result. It was bound to inflame the freight market and add to the cost of the necessities of life.

"Every British merchant vessel that is requisitioned for other mercantile purposes hardens freights, increases the cost of living, and adds to the possibility of a financial difficulty and danger. The vessels of neutrals, however much profit may be derived by them—profit which enables them to be a menace after the war—are yet an indispensable auxiliary to our mercantile fleet in the hour of international need.

"I will only add that the neutrals will have a material influence upon Britain's sea power in the future. They are accumulating infinitely more wealth than the British, and after the war they will be rich enough to buy new vessels in greater numbers, and to command by power of the purse berths in our shipbuilding yards as a result of the present harvest. For the first time in the history of these countries they will be in a position to rival British mercantile service.

STRUGGLE FOR SUPREMACY.

"There will be a struggle for supremacy, and in so far as the neutrals are neutrals and not drained by cost of war, so their advantages may continue to be infinitely greater than Britain's when war is over. That is the problem, and it cannot be passed over lightly."

(*Continued on next Column.*)

WHERE RUSSIAN LINE IS BECALMED.

PINSK-BUKOVINA FRONT A BARBED-WIRE FENCE.

General Broussiloff, the newly-appointed commander of the southern Russian armies, writes a correspondent, is now engaged on a tour of inspection of the long front extending from south of the Pinsk marshes to the Rumanian frontier of the Bukovina.

It is the front which, for the moment, represents the doldrums of war, where, except for occasional local skirmishes and incessant activity by aeroplanes, the armies face each other across ramparts of barbed wire, which are now so enormously developed that they have even interrupted the hitherto steady trickle of Austrian deserters to our lines.

The front is literally a wire fence extending in a wavering line from the Baltic to the Bukovina.

Throughout the winter and the ensuing wet weather this has been growing, till now in many places the entanglements take the form of wide areas blocked by a huge tangled cocoon of rusty spiked wire.

ZEPPELINS FURTHER SOUTH.

Nothing crosses it save the desultory shells and the busy aeroplanes, which each fine day come buzzing over, dropping bombs on the railway stations and small towns behind the lines.

Zeppelins were last reported in the neighbourhood of Pinsk, thus apparently shifting the radius of activities further south. Hitherto they have not been seen on this front, where each night the towns are a long line of searchlights hunting their arrival.

The enemy forces on this front now consist exclusively of Austrians of all classes. The fact has been noted by the Russian Intelligence Department that the commands are exercised by German officers, the Austrians occupying the junior ranks.

The period of inactivity coinciding with the snows and subsequent thaws has served the purpose of completing to the last detail the reorganization of the Russian force which has been Ivanoff's chief problem.

IMPROVED EQUIPMENT.

Broussiloff inherits a force in no wise inferior to that of the old second army which was led through Galicia in the early days of the war, while its material equipment is immeasurably superior. I expect to be received by Broussiloff shortly.

Meanwhile I have conversed with officers of the Staff of the Eighth Army, which he hitherto commanded. Each expressed pleasure at the promotion of a great soldier of proved qualities and great personal charm.

I have gained likewise the impression that the general reorganization of the Russian forces has extended the strategical plans, and that the co-ordination of the activities of the northern and southern forces is now practically completed.

Sir Walter's attention was called to the proposal for giving arbitrarily the maximum freights with a view to affording a measure of ease in the prices of foodstuffs. "That," said Sir Walter Runciman, "is a risky expedient. If it failed to attract the neutral tonnage, it would inevitably lead to still further increases in prices, and there would be considerable curtailment of commodities. It is the duty of the Board of Trade to see that the supply of merchant vessels is not diminished, but rather increased, so as not to cripple food supplies. The prohibition by the Board of Trade of import of certain articles was a move in the right direction, and had the unanimous support of British shipowners. More might be done in this direction.

"Certain proposals had been suggested for increasing the effectiveness of our available tonnage, two of which would help to ease the burden. They were the prohibition of the use of quays, warehouses, dock sheds, etc., abutting on shipping berths for anything other than transit purposes. Loading and discharging would thus be facilitated. The maintenance of sufficient labour at the various ports, obtaining, if necessary, the aid of soldiers and sailors, was urgent.

UTILIZING ENEMY SHIPS.

"I am convinced that there are at least two other remedies which would be even more effectual. The quantity of tonnage must be maintained. The construction of more vessels is one of the means, and the other is the utilizing of all the enemy vessels that have been interned. The latter is the readiest solution, since the vessels are already in existence. It seems to me quite feasible for neutral Governments to requisition these boats, many of them of considerable size, at a time when neutral countries, like the rest of the world, are terribly short of tonnage. Boats lying idle in Italy, the Canary Islands, Portugal, America and elsewhere might be utilized. The Germans have sunk many of our best merchant vessels, and are responsible for some of the shortage of tonnage. It will only be fair and equitable if, to release pressure, we utilize their interned boats.

"The construction of more vessels in British shipyards might be the better line of action, but the Government's requirements prohibit anything being done to any appreciable extent. Delivery within a reasonable period cannot be guaranteed, and, moreover, the price per ton is considerably increased. Relief is necessary, the maintenance of our sea power is imperative, and vessels must be secured not only for present demands, but so as to ease matters when the boom in the construction of merchant vessels commences."

In conclusion, Sir Walter Runciman emphasized further restrictions in the import of commodities, and whilst he felt that several articles could be done without and no great hardships inflicted upon national life, he was not prepared to name any such goods. That was a matter for the Board of Trade. As to further taxation on food, he thought it unlikely that there would be any increase, but prices would most certainly go up, because further losses in tonnage were probable either by the action of the Government in withdrawing merchant ships for other purposes, or by the enemy's submarine warfare. "But," he added, "better dear food than none at all."

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
* TJITAROEM...	SHANGHAI & AMOY	2nd June	6th June	BATAVIA
* TJILIWONG	JAPAN	10th June	11th June	BATAVIA
* TJIBODAS ...	JAVA & MAKASSAR	10th June	16th June	KOBE
* TJIKINI	BATAVIA & SINGAPORE	12th June	17th June	SHANGHAI

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 1574.
Hongkong, 29th May, 1916. 8

JAVA-PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

Next Sailings for SAN FRANCISCO via NAGASAKI.

Subject to Change Without Notice.

S.S. "TJISONDARI" ... ... 14th June.
S.S. "KARIMOEN" ... ... 12th July.
S.S. "TJIKEMBANG" ... ... 11th August.
S.S. "ARAKAN" ... ... 11th September.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN,
MANAGING AGENTS.

York Building, Hongkong, 15th May, 1916. [94

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU,

JUNE 29 - SEPT. 5 - NOV. 11.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street.

Hongkong, 27th May, 1916. [628

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

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Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION
MOTOR PUMPING and LIGHTING SETS. MOTOR VEHICLES, Etc.

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BUTTERFIELD & SWIRE.

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TELEPHONE No. 212 Telegraphic Address:—"TAIKOO DOCK." [

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.,
OFFICIAL AGENTS TO THE PHILIPPINE GOVERNMENT.

PEKING—HONGKONG—MANILA—SHANGHAI—YOKOHAMA.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY
TOURS arranged to ALL PARTS of the WORLD
BAGGAGE collected, forwarded and insured at lowest rates.
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FOREIGN MONIES Exchanged.
Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Agency, 15th April, 1916. —723

SHIPPING

ARRIVALS.

HAITEN, British str., 1,180, Thomson, 1st June—Foochow 29th May, Tea and General.—Douglas Lapraik & Co.
KASHIMA MARU, Japanese str., 1,050, G. Tabusa, 1st June—Singapore 23rd May, General.—Order.
NOVARA, British str., 6,850, H. R. Hetherington R.N.R., 1st June—Japan 24th May, General.—P. & O. S.N. Co.
SHANGTUNG, British str., 1,530, J. Meathrel, 31st May—Shanghai 28th May, General.—Butterfield & Swire.
ST. ALBANS, British str., 4,199, E. T. Pilcher, 1st June—Kobe 27th May, General.—Gibb, Livingston & Co.
YINGCHOW, British str., from Canton, 31st May.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE, June 1st.

KANCHOW, British str., for Swatow.
YINGCHOW, British str., for Shanghai.

DEPARTURES.

June 1st.

KOURA MARU, Jap. str., for Lima Island.
KWANGSE, British str., for Wuhu.
SHANTUNG, British str., for Canton.
SHANTUNG, British str., for Newchwang.
TUNGSHING, British str., for Saigon.
UEDA, British str., for Shanghai.

PASSENGERS.

ARRIVED.

Per *Haitan*, from Foochow, for Hongkong, Mr. D. McDermott.

Per *Novara*, from Japan, etc., for Hongkong, Dr. and Mrs. Mactarlane, Mr. A. E. Miller, Miss C. Gittens, Mr. and Mrs. Kempton, Mr. F. C. Butcher, Mr. S. Wiggin, Mr. E. L. Arnold, Mrs. W. Davey, Mr. S. H. Ellis, Mr. F. W. Cox, Rev. Mr. E. Collard, and Rev. Mr. M. J. Genty.

DEPARTED.

Per *Kashima Maru*, for Japan, etc., Mr. and Mrs. R. Savage and child, Mr. S. Suzuki, Mr. M. Asti, Mr. Thomas Adams, Mr. T. C. Gregson, Mr. T. H. Leith, Mr. William Sams, Mr. L. Barningame, Mr. H. Vincent, Mr. A. Egemes, Messrs. C. D. Jackson, H. L. Linnell, T. Adair, S. Murray, H. C. Mauchan, Gregson, T. Yoshida, T. H. Konishi, Mr. and Mrs. J. R. Lewis, Mr. and Mrs. Stevens, Mr. and Mrs. Masterson and child, Mr. and Mrs. G. E. Thomas, Mr. and Mrs. K. Brown and child, Mr. and Mrs. Roe, child and amah, Mr. S. Nakai, Mr. and Mrs. L. G. Holgate, Rev. Mr. and Mrs. J. H. Voth and 4 children, Mr. and Mrs. Futchally and 2 children, Mrs. Husanall and nurse, Mr. and Mrs. H. van Vleuten, Mr. and Mrs. L. G. Holgate, Mr. C. A. Lopes, Mr. and Mrs. W. G. Worcester and child, Mr. and Mrs. F. Abdulah and 2 children, Messrs. E. R. Engley, Starting, S. Babcock, T. Miyata, H. Shimizu, M. Abdolla, M. Komatsu, Miss Ohkubo, Miss T. Kizuura, Miss K. Nakano, Miss Misawa, Mrs. Matsuo, Mrs. Rego, Mr. T. Thukurdur, Mr. Detaram, Mrs. T. Okuda, Mrs. Kawabata and child, Mrs. Starting, Masters Starting (2), Mr. G. H. Warne, Mr. G. George, Mr. and Mrs. J. Gardner and child, Mr. S. Miyauchi, and Mr. T. Taguri.

VESSELS EXPECTED.

ENGLISH MAIL.

The P. & O. str. *Nagaya* left Singapore for this port on May 31st with the outward English mails, and is due here on the 5th inst. at about daylight.

CANADIAN MAIL.

The *Empress of Asia* left Yokohama on Wednesday, the 31st May, at 6 a.m. and arrived at Kobe on 1st June, a.m.

AMERICAN ASIATIC S.S. CO

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"LOWTHER CASTLE,"

Captain A. Howe, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 3rd June, at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th June will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 29th May, 1916. [748

WEATHER REPORT.

On the 1st at 11.20 a.m.—The northern depression has deepened and moved eastward. It is now central to the east of Hokkaido.

The typhoon has entered the land to the south of Haiphong, on a W.N.W. course. It will now probably filling.

Pressure has decreased slightly along the coast from Weihaiwei to Tourane. It is nearly stationary over the Philippines.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 4·32 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong & Neighbourhood	E. to S.E. winds moderate to fresh squally; overcast, rain.
Formosa Channel	N.E. winds, moderate.
South Coast of China between Hongkong and Lamocks	The same as No. 2.
South coast of China between Hongkong and Hainan	The same as No. 1.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k.," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	WHO FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.R.Hetherington R.N.R.	P. & O. S. N. Co.	To-day, at 4 P.M.
LONDON	CITY OF LINCOLN	Brit. str.	—		THE BANK LINE, LIMITED	On 6th inst.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	KAMO MARU	Jap. str.	—	Shimizu	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
MARSEILLES VIA PORTS	ANDRE LEBON	Fren. str.	—		MESSAGERIES MARITIMES	About 17th inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c	SUNAT	Brit. str.	—		THE BANK LINE, LIMITED	To-day
MAURITIUS, & SOUTH AFRICAN PORTS	JESSRIC	Brit. str.	—	R. White	THE BANK LINE, LIMITED	About 15th inst.
VICTORIA, B.C. & SEATTLE VIA KEELUNG &c.	YOKOHAMA MARU	Jap. str.	—	Shinobe	NIPPON YUSEN KAISHA	On 7th inst., at 4 P.M.
VICTORIA & TACOMA VIA MANILA, &c.	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	On 12th inst., at 3 P.M.
MEXICAN PERUVIAN & CHILIAN PORTS VIA JAPAN	KIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 14th July, at Noon.
SAN FRANCISCO	FLORIDIAN	Am. str.	—		DODWELL & Co., LTD.	To-morrow.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	DAIREN MARU	Jap. str.	—		TOYO KISEN KAISHA	On 18th inst., at Noon.
SAN FRANCISCO VIA NAGASAKI	TSIONDARI	Dut. str.	—		JAVA-CHINA-JAPAN LINE	On 14th inst.
SAN FRANCISCO VIA S'HAI, NAGASAKI & HONOLULU	CHINA	Am. str.	—		CHINA MAIL S.S. Co. LTD.	On 29th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN	TENYO MARU	Jap. str.	—	E. Bent	TOYO KISEN KAISHA	On 18th July, at Noon.
VANCOUVER B.C., VIA USUAL PORTS OF CALL	STRINDA	Brit. str.	—		CANADIAN PACIFIC O. S. LD.	To-day.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPRESS OF ASIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 14th inst.
VANCOUVER VIA SHANGHAI, JAPAN &c.	MONTEAGLE	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC O. S. LD	On 28th inst.
VANCOUVER VIA SHANGHAI, JAPAN. &c.	EMPRESS OF RUSSIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD	On 12th July.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPRESS OF JAPAN	Brit. str.	—	W. Dixon Hopcraft	CANADIAN PACIFIC O. S. LD.	On 26th July.
AUSTRALIAN PORTS VIA TIMOR	ST. ALBANS	Brit. str.	—	E. T. Pilcher	GIBB, LIVINGSTON & Co.	On 5th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 13th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGCHA	Brit. str.	1 m.	F. C. Gambrill	BUTTERFIELD & SWIRE	On 5th July.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 12th inst., at 10 A.M.
KOBE & MOJI	KATHLEEN	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 5th inst.
KOBE & MOJI	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 8th inst., at Noon.
PENANG	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LINE	On 16th inst.
SHANGHAI, KOBE & YOKOHAMA	KASHIMA MARU	Jap. str.	—	Tabata	NIPPON YUSEN KAISHA	To-day at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	MAGELLAN	Fren. str.	—		MESSAGERIES MARITIMES	To-day, at 5 P.M.
SHANGHAI	SHANTUNG	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	On 4th inst., at D'light.
SHANGHAI	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	On 6th inst., at 4 P.M.
SHANGHAI	CHOTSANG	Brit. str.	—	S. Homiwood	JARDINE, MATHESON & Co., LD.	On 6th inst., at D'light.
SHANGHAI	CHUSAN	Brit. str.	1 m.	W. L. Jones	BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	Kobayashi	NIPPON YUSEN KAISHA	On 8th inst.
SHANGHAI	WOSANG	Brit. str.	—	J. M. Smith	JARDINE, MATHESON & Co., LD	On 9th inst., at D'light.
SHANGHAI, KOBE & MOJI	NAMSANG	Brit. str.	1 m.	H. E. Gilory	JARDINE, MATHESON & Co., LD	On 14th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	—	Nomura	NIPPON YUSEN KAISHA	On 15th inst.
SHANGHAI	TJIKINI	Dut. str.	—		JAVA-CHINA-JAPAN LINE	On 17th inst.
SWATOW & BANGKOK	KANCHOW	Brit. str.	—	E. H. Laver	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. C. Thomson	DOUGLAS LAPRAIK & Co.	On 4th inst., at 9 A.M.
SWATOW, AMOY & FOOCHOW	HAITHONG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 6th inst., at 2 P.M.
TAMSUI & KEELUNG VIA SWATOW & AMOY	AMAKUSA MARU	Jap. str.	—	Konishi	OSAKA SHOSEN KAISHA	On 4th inst., at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 7th inst., at 9 A.M.
	LOONGSANG	Brit. str.	—	Knight	JARDINE, MATHESON & Co., LD.	To-morrow, at 3 P.M.
MANILA ILOILO	CHINHUA	Brit. str.	—	Sidford	BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	W. Meaney	JARDINE, MATHESON & Co., LD.	On 10th inst., at 3 P.M.
MANILA, SANDAKAN, SINGAPORE, BATAVIA, &c.	NIITAKA MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 27th inst., at Noon.
BOMBAY VIA PORT SWETTENHAM, PENANG & COLOMBO	LUZON MARU	Jap. str.	—	T. Miyata	OSAKA SHOSEN KAISHA	On 7th inst., at Noon.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	YETOROFU MARU	Jap. str.	—	K. Ogura	NIPPON YUSEN KAISHA	On 9th inst.
SINGAPORE & PENANG	SANGOLA	Brit. str.	—	H. J. Baker	DAVID SASSOON Co., LTD.	To-morrow.
SINGAPORE, PENANG, BANGKOK & CALCUTTA	TENSHIN MARU	Jap. str.	—	Kawai	NIPPON YUSEN KAISHA	To-day.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., LD.	On 8th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	On 10 h inst., at 3 P.M.
SINGAPORE & PENANG	CHUNSANG	Brit. str.	—	C. J. Mattock	JARDINE, MATHESON Co., LD	On 13th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LD.	On 14th inst., at 3 P.M.
BATAVIA VIA SAMARANG, &c.	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LINE	On 6th inst.
HAIPHONG	KAIFONG	Brit. str.	1 m.	J. B. Evans	BUTTERFIELD & SWIRE	To-morrow, at Noon.
HOI HOW & HAIPHONG	LOKSANG	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., LD.	On 9th inst., at 9 A.M.
ANDAKAN	HUSSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., LD	On 10th inst., at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	G. H. Alcock	JARDINE, MATHESON & Co., LD.	On 16th inst., at Noon
WUHU	KWANGSE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day, at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	"LOONGSANG"	Saturday, 3rd June, Noon.
† SHANGHAI	"CHOYSANG"	Tuesday, 6th June, D'light.
* KOBE and MOJI	"KUTSANG"	Thursday, 8th June, Noon
*† SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 8th June 5 P.M.
† SHANGHAI	"WOSANG"	Friday, 9th June, D'light
HOIHOW and HAIPHONG	"LOKSANG"	Friday, 9th June, 8 A.M.
‡ SANDAKAN	"HINSANG"	Saturday, 10th June, Noon.
* MANILA	"YUENSANG"	Saturday, 10 h June 3 P.M.
* INGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 10th June 3 P.M.
SINGAPORE and PENANG	"CHUNSANG"	Tuesday, 13th June 3 P.M.
*† SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wed'day, 14th June, 3 P.M.
†* SHANGHAI, KOBE and MOJI	"NAMSANG"	We'dday, 14th June, D'light.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama, (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo Tientsin, Dairy, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 2nd June 1916. GENERAL MANAGERS. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215. AGENTS.

Hongkong, 15th April, 1915. 24

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,
SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

FOR	STEAMERS	DATE OF DEPARTURE.

TRANS-PACIFIC SERVICE.

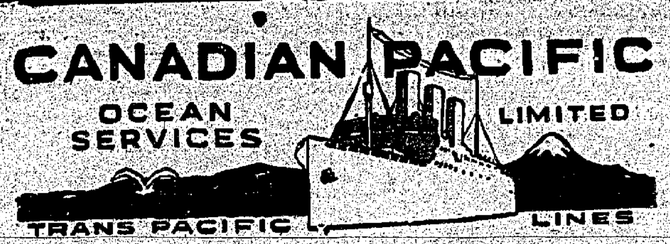
SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215 Sub. Ex. 10 AGENTS.
Hongkong, 15th April, 1916. 23

CANADIAN PACIFIC OCEAN SERVICES LIMITED.



FROM CHINA & JAPAN TO
CANADA UNITED STATES & EUROPE
VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.
In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"
16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" ... REDUCED FIRST CLASS FARES.
"MONTEAGLE" ... ... INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF ASIA"...14 JUNE	"EMPRESS OF ASIA"... 9 AUG.
*"MONTEAGLE"...28 JUNE	*"MONTEAGLE"... 30 AUG.
"EMPRESS OF RUSSIA" 12 JULY	"EMPRESS OF RUSSIA" 6 SEPT.
"EMPRESS OF JAPAN" 26 JULY	

* Calls at Moji instead of Nagasaki.

For further information, Sailings, Guide Books, etc., please apply to
J. H. WALLACE, General Agent, Hongkong.
P. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS, on or about the DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NOVARA Capt. H. R. Hetherington, R.N.R.	4 P.M., 2nd June	Connecting at Colombo with Mail s.s. "Morea."
SHANGHAI	NAGOYA Capt. A. B. Garwood, R.N.R.	4 P.M. 5th June	Direct Service.
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAGOYA Capt. A. B. Garwood, R.N.R.	Noon. 16th June	Connecting at Colombo with Mail s.s. "Khyber."

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

R. V. D. PARR,
Acting Superintendent.

P. & O. S. N. Co's Office,
Hongkong, 2nd June, 1916. 1

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS

THE Steamship

"NOVARA,"

Captain H. R. Hetherington, R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 2nd June, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOREA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "ARABIA," due in London about the 17th July, 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. V. D. PARR,
Acting Superintendent.

Hongkong, 25th May, 1916. 1

CANADIAN PACIFIC OCEAN SERVICES. LIMITED.

THE Steamship

"STRINDA"

will be despatched for

VANCOUVER, B.C.,

Via Usual Ports of Call,

FRIDAY, 2ND JUNE.

Bills of Lading issued to all Overland Points in Canada, United States and West Indies, &c.

For Freight Rates, etc., please apply—
J. H. WALLACE,
General Agent,
Hongkong.

Hongkong, 22nd May, 1916. [718

FOR SAN FRANCISCO.

THE fine new American Steamship

"FLORIDIAN"

will be despatched about 3rd June, taking cargo for San Francisco and for Overland Points in the United States.

DODWELL & Co., LTD.,
Agents.

Hongkong, 30th May, 1916. 462

FOR KOBE AND MOJI.

THE Steamship

"KATHLEEN"

will be despatched on or about the 5th June, taking cargo for KOBE AND MOJI.

For freight and other information apply to

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 25th May, 1916. [738

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NYANZA."

Arrived Hongkong on 30th May, 1916, FROM LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here, unless instructions are given to the contrary within 5 hours.

Goods not cleared within 3 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,
Acting Superintendent.

Hongkong, 30th May, 1916. [1

NOTICE TO CONSIGNEES.

The Steamship "FLORIDIAN,"

FROM SAN FRANCISCO.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of HOLT'S WHARF at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th June, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th June, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LTD.,
Agents.

Hongkong, 30th May, 1916. [752

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

PROPOSED SAILING

From Hongkong	Connecting with	From Colombo
2nd June.	"SURAT"	17th June.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA

PROPOSED SAILING

From Hongkong — S.S. "JESERIC" ... About 15th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

90

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON	"CITY OF LINCOLN"...	On 6th June.
LONDON	"CITY OF VIENNA"...	On 20th June.
LONDON & SWANSEA...	"CITY OF BOMBAY"...	...On 22nd July

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option Subject to change without notice.
For rates of freight and further information apply to

THE BANK LINE, LTD.,
OR TO REISS & Co., CANTON. GENERAL AGENTS

Hongkong 11th April, 1916. 10a

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
WUHU	"KWANGSE"	On 2nd June, Noon.
HAIPHONG	"KAIFONG"	On 3rd June, Noon.
SWATOW & BANGKOK	"KANGHOW"	On 3rd June, 4 P.M.
SHANGHAI	"SHANTUNG"	On 4th June, D'light.
SHANGHAI	"CHENAN"	On 6th June, 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 6th June. 4 P.M.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 2nd June, 1916. TELEPHONE 36. AGENTS. 4

BRITISH INDIA S. N. CO., LTD.

ARCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "SANGOLA," 5,184 tons, Capt. H. J. Baker, will be despatched for SINGAPORE & PENANG on 3rd June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 29th May, 1916. AGENTS 27

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.
Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"...	Capt. J. S. Thomson ...	SUNDAY, 4th June, at 9 A.M.
"HAIHONG" ...	Capt. J. W. Evans ...	TUESDAY, 6th June, at 2 P.M.

* Calling at Swatow Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 2nd June, 1916. 3

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT.

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon Friday	Connecting Mail Str. from Colombo	Due at Marseilles 1916	Due at London 1916
NOVARA	June 2	MOREA	July 3	July 10
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer ...	Aug. 4	Aug. 12
NELLORE	July 14	Through Steamer ...	Aug. 18	Aug. 27
NANKIN	July 28	Through Steamer ...	Sept. 1	Sept. 10
SOMALI	Aug. 11	KAISAR-I-HIND ...	Sept. 11	Sept. 18
NORE	Aug. 25	MOOLTAN	Sept. 25	Oct. 2
MALTA	Sept. 8	KASHGAR	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About	
†NAGOYA	TUESDAY,	6th June.
NELLORE	SATURDAY,	17th June.
NANKIN	SATURDAY,	1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.
† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers.	Leave H'kong. about	Leave S'pore about	Due at M'seilles, if calling about	Due London about
NOVARA...	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.
Passage Tickets Interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

E. V. D. PARR,
Acting Superintendent.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES AND DISPLACEMENT
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE ...	§ KAMO MARU Capt. Shimizu	16,000	THURSDAY, 8th June, at Noon.
	§ KATORI MARU Capt. Kon	21,000	THURSDAY, 22nd June, at Noon
VICTORIA, B.C., and SEATTLE VIA KEELUNG SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	§ YOKOHAMA MARU Capt. Shinobe	12,300	WED'DAY, 7th June, at 4 P.M.
	§ SADO MARU Capt. Asakawa	12,500	TUESDAY, 27th June, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, BAMBOANGA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	§ TANGO MARU Capt. Soyeda	13,500	TUESDAY, 13th June, at 4 P.M.
	§ NIKKO MARU Capt. Takeda	9,600	FRIDAY, 14th July, at 4 P.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	TENSHIN MARU Capt. Kawai	8,000	FRIDAY 2nd June.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	YETOROFU MRU Capt. K. Oguar	8,800	FRIDAY, 9th June.
SHANGHAI, and KOBE YOKOHAMA	COLOMBO MARU Capt. Nomura	8,000	THURSDAY, 15th June.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Kobayashi	8,000	THURSDAY, 8th June.
NAGASAKI, KOBE and YOKOHAMA	§ NIKKO MARU Capt. Tanda	9,600	MONDAY, 12th June, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	§ KASHIMA MARU Capt. Tabusa	19,000	FRIDAY, 2nd June, at 10 A.M.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650. | To London 2nd Single Yen 430.
" " " Return " 975. | " " " Return " 660.
To London, via New York £67.2.0.
" " " Montreal £66.18.0.
To Victoria, Vancouver, Seattle, 1st Single £30.
" " " 1st Return £45.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" 1st Return £72. " 1st Return £73.15.
To Yokohama, 1st Return $150. To Kobe, 1st Return $135.
" 2nd " $90. " 2nd " $83

ROUND-THE-WORLD, Tour No. 1 £112,8. Tour No. 2 £111,17.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE NOS. 292 and 1941 5

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
* DAIREN MARU	9,000 — 13 knots	SUN., 18th June Noon.
† PERSIA MARU	9,000 — 14 knots	TUES., 4th July 10.30 A.M.
* KWANTO MARU	5,000 — 12 knots	SATUR, 8th Jul Noon.
‡ KIYO MARU	17,200 — 14 knots	TUES., 11th July Noon.
TENYO MARU	22,000—21 knots	TUES., 18th July Noon
* JINYO MARU	9,000 — 12 knots	WED., 26th July Noon
† NIPPON MARU	11,000 — 15 knots	TUES., 1st Aug. 10.3 A.M
SHINYO MARU	22,000—21 knots	TUES., 15th Aug Noon.

† Via MANILA. Omitting Shanghai * Cargo only
‡ Proceeding to South American Ports.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45 ... " " £68

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO
THENCE BY
TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
KIYO MARU	17,200 — 14 knots ...	TUESDAY, 11th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
TELEPHONE 291. King's Building. 1213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	MAGELLAN ...	On 2nd June, at 5 P.M.

HOMEWARD

MARSEILLES VIA SAIGON and PORTS ... ... (Without Transhipment)	ANDRE LEBON ...	On or about 17th June.

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.

FARES: TO KOBE, $135.00. TO YOKOHAMA, $150.00.

For further particulars apply to

P. THOMAS, AGENT,
TELEPHONE 740 QUEEN'S BUILDING. 9

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA

† "TACOMA MARU"	T. Hamada	MONDAY, 12th June at 3 P.M.
* "MANILA MARU"		THURSDAY, 22nd June, at 3 P.M.

† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"LUZON MARU" ... ... WED'DAY, 7th June, at Noon.

JAVA-LINE.

FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOURABAYA AND MACASSAR.

NIITAKE MARU" ... ... TUESDAY, 27th June, at Noon.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

‡ "AMAKUSA MARU"	SUNDAY,	4th June, at Noon.
§ "SOSSU MARU"	WED'DAY,	7th June at 9 A.M.

‡ Proceeding to Keelung via Swatow and Amoy.
§ Proceeding to Anping and Takao.
These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to:—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.
TEL. NOS. 744 and 745. 56

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

* SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	10th June	On 5th June, 11 A.M.
EMPIRE	3rd July	On 1st July, 11 A.M.
EASTERN		On 27th July, 11 A.M.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity All State Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.
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POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
Europe (French Mail)	*Magellan*	2nd June.
Shanghai	*Chenan*	2nd June.
Europe (English Mail)	*Nagoya*	5th June.

OUTWARD MAILS.

For	Per	Date
Wuhu	*Kwangsi*	Friday, 2nd, 10.00 A.M.
Haiphong	*Kaifong*	Friday, 2nd, 10.00 A.M.
Shanghai, North China and Japan via Kobe (Europe via Siberia) (Shanghai Brit. P.O. Monday, 5th June.)	*Kashima Maru*	Friday, 2nd, 11.00 A.M.
Bangkok	*Kungping*	Friday, 2nd, 1.00 P.M.
Swatow, Amoy and Foochow	*Hastan*	Friday, 2nd, 2.00 P.M.
Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden Egypt and Europe. The Parcel Mail will be closed on Thursday, 1st June, at 5 p.m.	*Novara*	Friday, 2nd, Registration... 2.15 P.M. Letters ... 3.00 P.M.
Bangkok	*Tungwah*	Friday, 2nd, 3.00 P.M.
Shanghai, North China, and Japan via Kobe (Europe via Siberia) (Shanghai Brit. P.O. Monday, 5th June.)	*Magellan*	Friday, 2nd, Registration... 3.15 P.M. Letters... 4.00 P.M.
Amoy	*Hong Wan I*	Friday, 2nd, 5.00 P.M.
Japan via Moji	*Banri Maru*	Saturday, 3rd, 9.00 A.M.
Shanghai and North China	*Shantung*	Saturday, 3rd, 9.00 A.M.
Swatow and Bangkok	*Kanchow*	Saturday, 3rd, 9.00 A.M.
Philippine Islands	*Loongsang*	Saturday, 3rd 9.00 A.M.
Swatow, Amoy and Foochow	*Haitan*	Saturday, 3rd, 9.00 A.M.
Vladivostock	*Lowther Castle*	Saturday, 3rd, 9.00 A.M.
Straits	*Sangola*	Sunday, 4th, 9.00 A.M.
Swatow, Amoy and Formosa via Keelung	*Amakusa Maru*	Sunday, 4th, 9.00 A.M.
Timor, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	*St. Albans*	Monday, 5th, Registration 10.15 A.M. Letters ...11.00 A.M.
Shanghai and North China (Europe via Siberia) (Shanghai Brit. P.O. Saturday, 10th June.)	*Nagoya*	Monday, 5th, Registration ...2.15 P.M. Letters ... 3.00 P.M.
Swatow, Amoy and Foochow	*Hai Hong*	Tuesday, 6th, 1.00 P.M.
Batavia, Samarang, Soera'aya and Port Moresby (via Batavia)	*Tjitaroem*	Tuesday, 6th, 2.00 P.M.
Philippine Islands	*Chinkiang*	Tuesday 6th, 3.00 P.M.
Shanghai and North China (Europe via Siberia) (Shanghai Brit. P.O. Saturday, 10th June.)	*Chenan*	Tuesday, 6th, Registration ... 2.15 P.M. Letters ... 3.00 P.M.
Swatow, Amoy, Formosa via Takao & Anping	*Soochow Maru*	Wednesday, 7th, 8.00 A.M.
Formosa via Keelung, Shanghai, North China and Japan via Moji, Victoria, B.C. and Seattle	*Yokohama Maru*	Wednesday, 7th, Registration 2.15 P.M. Letters ... 3.00 P.M.
Straits, Ceylon, Durban, Cape Town, *Genoa and *London	*Kano Maru*	Thursday, 8th, 11.00 A.M.
Japan via Nagasaki	*Nikko Maru*	Monday, 12th, 9.00 A.M.
Philippine Islands, Australia, Tasmania New Zealand, and New Guinea via Thursday Island	*Tango Maru*	Tuesday, 13th, Registration... 2.15 P.M. Letters ... 3.00 P.M.
Philippine Islands, Australia, Tasmania New Zealand, and New Guinea via Port Darwin,	*Changsha*	Tuesday, 27th, Registration 10.15 A.M. Letters ... 11.00 A.M.

* Superscribed correspondance only.

LOCAL AND REGULAR MAILS OUTWARDS.

For	On Week-Days	On Sundays & Holidays.
Tai O	8.30 A.M.	—
Tai Po	10.00 A.M. / 4.00 P.M.	9.00 A.M.
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Autau Ping Shau, Sai Kung Santin, Stanley	4.30 P.M.	—
Canton, Wuchow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M. / 1.30 P.M.	8.15 A.M.
Kongmoon	6.00 P.M. Except Saturdays	5.00 P.M.
Nantau and Sanmei	5.00 P.M.	5.00 P.M.
Shamchun	10.00 A.M. / 4.00 P.M.	9.30 A.M.

From Sheungwan Western Branch P.O.

For	On Week-Days	On Sundays & Holidays.
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.
Canton	7.30 A.M. / 9.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M.	7.00 A.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kongmoon	6.15 P.M.	8.15 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.
Kaukong	6.00 P.M. Except Saturdays.	5.00 P.M.

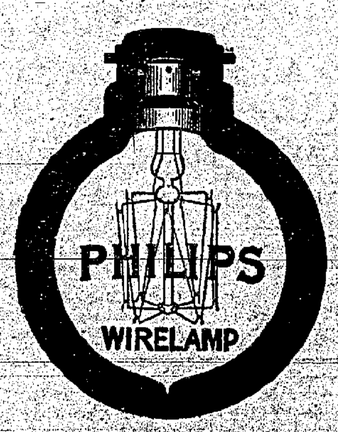
In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

JUST ARRIVED:

10,000

PHILIPS "PHŒBUS" ELECTRIC LAMPS.

FROM 5 TO 200 CANDLE POWER, INCLUDING ORDINARY TYPE, PROJECTOR, AND HALFWATT LAMPS.



STRONGEST LAMP MADE.

NO ADVANCE ON OLD PRICES.

WM. O. JACK & CO. LTD.

11, DES VŒUX ROAD, HONGKONG. 30

COMMERCIAL.

CLOSING QUOTATIONS.

	June 1st.
On London:—	
Telegraphic Transfer	2 11
Bank Bills, on demand	2/11⅛
Bank Bills, at 20 days' sight	2/11⅛
Bank Bills, at 4 months' sight	2/11⅛
Credits, at 4 months' sight	2/ 8
Documentary Bills 4 mos.' st.	2/2
On Paris:—	
Bank Bills, on demand	2⁹0¼
Credits, at 4 months' sight	5.10
On New York:—	
Bank Bills, on demand	60⅜
Credits, at 60 days' sight	—
On Bombay:—	
Telegraphic Transfer	—
Bank Bills, on demand	157½
On Calcutta:—	
Telegraphic Transfer	—
Bank Bills, on demand	157½
On Shanghai:—	
Bank Bills, at sight	71 n.
Private, 30 days' sight	—
On Yokohama:—	
On Demand	99½
On Manila:—On demand—Pesos	99½
On Singapore:—	
On Demand	90
On Batavia:—	
On Demand	121
On Haiphong:—	
On Demand	3½% pm.
On Saigon:—	
On Demand	3½% pm. n.
On Bangkok:—	
On Demand	72⅝
Sovereigns, Bank's Buying Rate	$9.36 n.
Gold Leaf, 100 fine, per tael	$64.80
Fine Silver, per oz.	32½d.

Subsidiary Coins.

		per cent.
Hongkong	cents pieces	$ 1.75 discount.
Hongkong	10 "	$ 1.80 "
Canton	20 "	$14.63 "
Canton	10 "	$11.00 "

THREE CASTLES
CIGARETTES — MAGNUMS

The Perfect Smoking Qualities of
THREE CASTLES "MAGNUMS"
are recognised and greatly appreciated all over the world and they still remain
THE OLD FAVOURITE.

SHARE LIST.—QUOTATIONS.

Hongkong, 1st June, 1916.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash.	Return on basis of last Div'd.
Banks.—					
Hongkong & S'hai. Bank, Corporation	120,000	$125	all	$750, buyers ($750, sales L'don	6 p.c.
China Borneo Company, Limited	60,000	$12	all	8½, sellers	
China Light and Power Company, Ltd.—	50,000	$5	all	$4.40, buyers	8½ p.c.
	50,000	$1	all		7 p.c.
China Provident, Loan & Mortgage Co., Ld.	200,000	$10	all	$9, sellers	
Cotton Mills.—					
S'hai. Cotton Manufacturing Co., Ltd.	60,000	Tls. 50	all	T. 82½, buyers	
Kung Yik Cotton S. & W. Co., Ltd.	100,000	Tls. 1	all	T. 12	5½ p.c.
International Cotton Manuf'ing Co. Ld	10,000	Tls. 7	all	Tls. 75½	
Laou Kung Mow Cotton S. & W. Co. Ld.	8,000	Tls100	all	Tls. 70	
Soeychee Cotton S. & W. Co., Ltd.	20,000	Tls. 50	all	Tls.	
Ewo Cotton Spin'g & Weaving Co., Ld.	20,000	Tls. 50	all	T. 130	8½ p.c.
Dairy Farm Company, Limited	4,000	$7½	$36	$34½	
Docks and Wharves.—					
H'Kong. & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$73½, buyers	4½ p.c.
				$80/82½, sales	3½ p.c.
H'Kong. and Whampoa Dock Co., Ltd	50,000	$50	all	$116, buyers $116½, sales	
S'hai. Dock and Engineering Co., Ltd.	58,700	Tls100	all	T. 73	
New Engineering & S. B. Works Ltd.	150,000	Tls. 5	all	Tls. 9	
S'hai. and Hongkew Wharf Co., Ltd.	30,000	Tls100	all	Tls. 90	6½ p.c.
Green Island Cement Company, Limited	400,000	$10	all	$9.15, buyers	
Hongkong Electric Company, Limited	60,000	$10	all	$44½, buyers	4½ p.c.
Hongkong Hotel Company, Limited	20,000	$50	all	$112, sellers	4½ p.c.
Hongkong Ice Company, Limited	6,500	$25	all	$170	6 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	$10	all	$13½, buyers	4½ p.c.
Hongkong Tramway Company, Limited	325,000	5/-	all	16.30	5½ p.c.
Insurances.—					5½ p.c.
Canton Insurance Office Co., Limited	10,000	$250	$50	$400	6½ p.c.
China Fire Insurance Co., Limited	20,000	$20	$20	$158	
Hongkong Fire Insurance Co., Ltd.	8,000	$250	$50	$270	5½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 175	
Union Insurance Society, Limited	12,400	$250	$100	$310	
Yangtsze Insurance Association, Ltd.	12,000	$ 00	$60	$290 @ Ex 73	6½ p.c.
Lands and Buildings.—					
H'kong. Land Invest. Agency Co., Ltd.	50,000	$100	all	$100, buyers	
Hongkong Central Estate, Limited	10,000	$100	all	$98, sellers	6½ p.c.
Hongkong Land Reclamation Co., Ltd.	26,000	$100	$75	$200	7½ p.c.
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$7	
Kowloon Land and Building Co., Ltd.	6,000	$ 0	$30	$38	6 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls50	all	Tls. 91	
West Point Building Co., Limited	12,500	$50	all	$86, sellers	
Maatschappij tot Mijn- Boschen Landbouw exploitatie in Langkat	250,000	Gds.10	all	Tls. 26½, sales 26½, buyers	
Mining.—					
Ural Caspian Oil Corp., Limited	1,000,000	£1	all	13/-	
Chinese Engineering and M. Co., Ltd.	1,000,000	£1	all	27/- buyers	
Raub Australian Gold Mining Co., Ld.	200,000	£1	all	$2.90, sellers	7 p.c.
Tronch Mines, Limited	160,000	£1	all	19/-	
Peak Tramways Company, Limited	25,000 / 50,000	$10 / $1	all	$9½ buyers $0.70	
Refineries.—					
China Sugar Refining Co., Limited	20,000	$100	all	$107½, sellers	
Luzon Sugar Refining Co., Limited	7,000	$100	all	$31	5 p.c
Steamship Companies.—					4½ p.c.
Douglas Steamship Company, Limited	20,000	$50	all	$129, ex. div. buy.	
H'kong., Canton & Macao S. B. Co., Ld	20,000	$15	all	$31½, buy. /21½/22 [sal.	
Indo-China Steam Navigation Co., Ld.	60,000 d / 60,000 f.	£5	all	pref. $45 / d f. $147½, sal.	7½ p.c. 4½ p.c.
Shell Transport and Trading Co., Ltd.	4,017,610	£1	all	96/-, sellers	
Star Ferry Company, Limited	40,000	$10	all	$36, x. div.	7½ p.c.
South China Morning Post, Limited	6,000	$25	all	$29	
Steam Laundry Company, Limited	20,000	$5	all	$3½	7 p.c.
Stores and Dispensaries—					9 p.c.
Powell, Wm., Limited	2,000	$7	all	$9, buyers	6 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$7.50	
Union Waterboat Company, Limited	50,000	$1	all	$3/4, buyers	

Loans.	Amount.	Value	Interest.	Quotations
Chinese Imperial 1886	Tls.3767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

ON SALE AT THE HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE PLANS OF THE SI-KIANG OR WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Treaty Ports From CANTON to WUCHOW

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 1st.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.76	29.78	29.74
Temperature	76	75	75
Humidity	98	73	95
Wind Direction	—	North	East
Force	0	3	4
Weather	—	cirlt	cod
Rain		4.32	—

Highest open-air Temperature on 31st 80
Lowest open-air Temperature on 3 at 76

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £1,500,000, at 2/— $15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS

W. L. PATTENDEN, Esq.—Chairman.
S. H. DODWELL, Esq.—Deputy Chairman.
G. T. M. Edkins, Esq. | Hon. Mr. D. Landale.
C. S. Gubbay, Esq. | J. A. Plummer, Esq.
Hon. Mr. F. H. Holyoak. | Hon. Mr. E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STABB, Esq

MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance
On Fixed Deposits.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.
Hongkong, 21st February, 1916. [9

THE BANK OF CHINA.
GOVERNMENT BANK,
(Specially authorised by Presidential Mandate of 15th April, 1913.)

Authorised Capital $50,000,000
Paid-up Capital $10,000,000

HEAD OFFICE.—PEKING.

BRANCHES AND SUB-BRANCHES.
Shanghai: Nanking: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. Hankow: Shashi, Ichang, Nanchang. Tientsin: Paoting, Tongshan Luanhsien, Tsangshsien, Haingtai. Hangchow: Wenchow, Shaohsin, Chishsin, Lanchi, Huchow, Ningpo Kaifeng: Changteh, Sinyang, Loho, Chowkou. Tsinan: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Haiming, Chefoo, Tsingtao Taiyuan: Yunchang. Foochow. Changchun: Kirin, Mukden, Newchwang, Dairen, Harbin, Taitsihar, Tieling, Chinchow, Antung Canton. Kueiyang. Peking Kueihua, Suiyuancheng, etc., etc.

CANTON BRANCH

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange
Hongkong, 18th October, 1914. [560

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,200,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM DICKSON
Manager.
Hongkong, 8th June, 1914. [132

BANKS

THE BANK OF TAIWAN, LIMITED

(Incorporated by Special Imperial Charter).

Capital Subscribed ... ... Yen 20,000,000
Capital Paid-up ... ... " 12,500,000
Reserve Funds ... ... " 4,680,000

President: Tetsutaro Sakurai, Esq.
Vice-President: Kojuro Nakagawa, Esq

DIRECTORS.
Ietoshi Sada, Esq.
Kyokoku Yamanari, Esq
Shingo Minami, Esq

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).
BRANCHES AND AGENCIES.

Akon	Kagi	Makung	Taichu
Amoy	Kareikon	Osaka	Tainan
Canton	Keelung	Shangha	Taito
Foochow	Kinkiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

Correspondents at
Cheribon, Cheshun, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, New York, Semarang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga, Haiphong, Hanoi, Saigon, Bangkok.

HONGKONG OFFICE:
3, Des Vœux Road.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits
Y. KIKUCHI,
Manager.
Hongkong, 12th May, 1916. [642

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London.

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund " 550,000

Bankers:
The Bank of England,
The London Joint Stock Bank, Limited.

Branches

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore
Port Louis (Mauritius)	Mahé (Seychelles).		

Hongkong Branch.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.
C. CHAMPKIN,
Acting Manager.
Hongkong, 26th May, 1916. [79

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
G. J. STABB
Chief Manager
Hongkong, 2nd November, 1914. [10

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